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No. 150, 13th YEAR, DECEMBER, 1966

Published first Thursday of the month

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H.M.S. GLAMORGAN'S VISIT TO GLAMORGAN

The guided-missile destroyer, H.M.S. Glamorgan, was berthing at Britannia Quay, Cardiff, on December 2, for her first visit to the County of Glamorgan. She was leaving again on December 5.

The Royal Navy's newest warship, and the first ever to bear the name of the county, Glamorgan's visit was at the invitation of Glamorgan County Council.

H.M.S. Glamorgan's crest features the red dragon of Wales, and she has a Welsh motto, I FYN Y BOD (Aim High), conceived by Cynan, Archdruid of Wales. The motto, differing from the more usually used Latin, seems particularly apt for a guided-missile destroyer.



Among the gifts which have been received from donors in the county are some fine pieces of silver. Eighteen television sets were also given to the ship, one for each messdeck.

Considerable enthusiasm for the visit was especially evident among the 20 or so Men of Glamorgan among the ship's company.

One area of the county is known to all the ship's company. H.M.S. Glamorgan has her own "Rhondda Valley"—the main passage running through the ship.

A busy programme arranged for the ship's company included a dinner for 150 of them, given by the Chairman and Council of the Glamorgan County, in the County Hall.

GALES LASHED BIG EXERCISE

Gales up to Force 10 and waves 50 feet high lashed ships of the Royal Navy and Royal Canadian Navy taking part with units of the other Services in a full-scale anti-submarine exercise for 11 days, ending on November 16.

Areas involved extended from both sides of North Scotland down to the English Channel via the Atlantic to the west of Ireland.

Conditions were so bad that the results of the fleet contacts will need evaluation before it can be decided which side won.

Ships taking part were the carrier Hermes, the frigates Naiad, Phoebe, Dido, Berwick, Salisbury, Russell, and the R.F.As. Olva and Retainer, all of which were on station in the Moray Firth at the beginning of the exercise, with the cruiser Tiger, supported by the

Canadian destroyers Assinibone, Margaree, Chaudiere, and Ottawa, with the tanker H.M.C.S. Provider, sailing from the Londonderry area.

During the exercise Tiger had to go to one of the enemy submarines, Grampus, whose cook had been burnt on the face after an accident in the galley.

It was not easy to find the submarine, but with the aid of an R.C.A.F. Argus she was eventually traced, and the in-

jured man was taken to Londonderry by H.M.S. Dido.

In addition to broken cutlery in most ships, H.M.S. Russell had to withdraw to Devonport with a fractured mast. She suffered further damage when docking. A strong gust of wind blew her against the dock wall, scraping the starboard side.

NEARLY OVERBOARD

While H.M.S. Phoebe was being replenished in heavy seas, an unusually large wave struck the ship, knocking four sailors to the deck.

OS Phillip Brentnall was disappearing over the side when PO Dennis Cross grabbed his leg. He in turn was held by the chief bosun's mate.

Two other sailors, LME Charles Connelly and A.B. Joseph Walsh, were also hurt.

The four injured were transferred to Hermes. One of them had a suspected fracture of the skull, and there were several broken bones among the others, but no one was placed on the danger list.

WARDROOM V.C. FOR CANADA

From the Wardroom of the Royal Naval Barracks, Portsmouth, a Victoria Cross is going on loan for display at Expo '67, the world fair being staged in Canada next year.

Cdr. R. E. de M. Leathes, Commander of the Barracks, and Lieut.-Cdr. A. J. Armstrong, Wardroom Mess Manager, went aboard the Canadian Navy destroyer-escort Chaudiere, at Portsmouth Dockyard, to hand over the decoration to the commanding officer, Cdr. J. I. Manore, R.C.N., for safe keeping.

Discussions are taking place about the final "home" for the V.C., which was won in 1857 by William Hall, a Canadian serving with the Naval Brigade at Lucknow, during the Indian Mutiny.

It was bought by the Wardroom for £75 in 1925.



LRO Hanley and his wife at Melbourne

Diverted to his bride

When the guided-missile destroyer, H.M.S. Hampshire, was unexpectedly diverted to Melbourne for a two-week stay during a cruise of Australian ports, LRO Albert Hanley, aged 24, of Liverpool, was the happiest man among the 440 officers and ratings on board.

Waiting for him on the quayside as the ship berthed at the Victorian capital was the Australian girl he left behind in England as a bride of three weeks when his ship sailed from Portsmouth, in April, for duty with the Far East Fleet.

She is 21-year-old Margaret Hanley, whose father, a former Fleet Air Arm air

mechanic, and mother, live at Doveton, 26 miles from Melbourne.

H.M.S. Hampshire was one of the 16 warships and Royal Fleet Auxiliary vessels undertaking calls at ten Australian ports—the biggest programme of visits since the end of the Second World War.

The original plan was that Hampshire should berth in Sydney, but she was sent to Melbourne when the ship due there developed a defect.

LRO Hanley was greeted by a family he had never met before, including four brothers and two sisters-in-law.



Two charming Hong-Kong starlets (pictured here) stole the show at the finals of the beard-growing contest when H.M.S. Victorious had a ten-day stay in the port at the end of September.

There had been intense cultivation from the time the competition had been announced off Malta.

The panel of judges consisted of the Flag Officer Second-in-Command Far East Fleet, Vice-Admiral C. P. Mills, the commanding officer, and the starlets.

The starlets managed to over-

'Hello gorgeous'

come their oriental fear of beards well enough to judge each set for feel and texture, and it seemed that most of the competitors were growing for this one delight.

In Hong-Kong the ship's company said farewell to Capt. D. L. Davenport, who had commanded Victorious since October, 1964. He was relieved by Capt. I. S. McIntosh.

After a few days' flying off

Subic, Victorious joined Australian, New Zealand, and United States units for a major exercise.

On October 28, the combined fleets entered Sydney Harbour, and among the 30,000 who visited the carrier were some of the 580 war brides who had taken passage in the Ship from Sydney to U.K. in 1945, and were now living in the neighbourhood.

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Luck for the prized places

In some branches there isn't much competition for billets qualifying for a family passage, and in them the volunteer for L.F.S. in or out of turn is likely to get what he wants, although not necessarily where he wants it.

He may even repeat his success twice or more in a full career.

But in most branches there are far more takers than billets, and it must be largely a matter of chance who gets them.

It is quite possible for a volunteer to go to pension without ever bringing off an L.F.S. billet in one of the five or so foreign drafts he is liable for in 22 years.

FEWER BASES

If anything, things are getting worse as overseas bases are reduced or paid off. We try hard to avoid, in these branches, ever

DRAFTY'S CORNER

sending the same lucky man twice to such a prized draft.

Is there a fairer way than leaving it to chance? We have looked for one, but without success so far.

We have to make up our minds which is the best way of running the drafting rosters, and there are very strong arguments in favour of treating shore service at home as the kind most wanted by most ratings, married or single.

Once we've decided to keep rosters in this way we can't then re-arrange the cards so that we put the volunteers for L.F.S. in

some different order, say the date they married, which tends to be the date of volunteering.

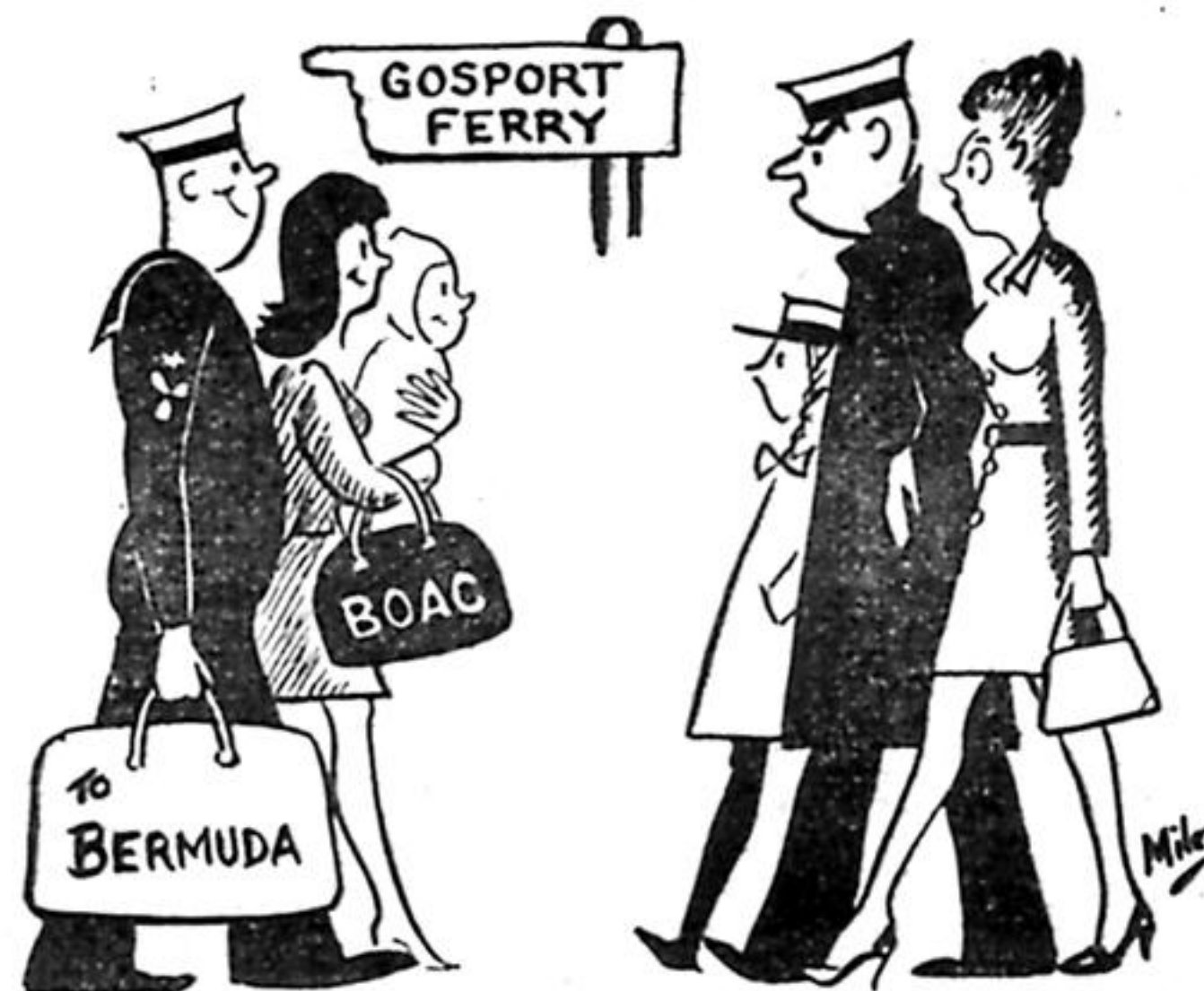
LOT OF CARE

Although I mentioned "chance" a line or so back, a lot of care goes into the selection of volunteers.

We try to take them from those who are nearing the end of their U.K.-based service, because if we dipped down a long way from the top of the roster we would disturb men only about half-way through their time at home.

Not much point in this, you'll agree, because however much an early draft abroad might be wanted by the volunteer, we have to consider the interests of his ship or establishment, already suffering from far too much turbulence.

If the volunteers are so numerous, how is it that it is ever necessary to dip down? A



fair question, and one that can only be answered by saying that the billets don't turn up in a steady stream, and neither do the volunteers.

DEEP TROUBLE

So when we have only a few L.F.S. billets to fill, there may be a lot of applicants, and a month or so later it may be the other way round.

We would be in deep trouble with you if we kept an L.F.S. volunteer over his time in the U.K. waiting for the next flush of billets.

There is one way in which we could enlarge the list of candi-

dates when there is a flush of billets, and that would be to take volunteers for L.F.S. out of turn at the very beginning of their U.K.-based service.

Of course the men concerned would effectively lose a whole period, say 18 months to two years at home, and this is why we have not yet adopted this solution.

THREE EVILS

But we may have to do it if we are convinced that it would be the least of the three evils, the other two being selection about half-way through U.K.-based service, or giving a man

RACING A CARRIER BY ROAD

When H.M.S. Victorious left Sydney for Fremantle after a two-week visit, three officers, two ratings, and three soldiers (part of the ship's company for liaison duties) also left the city in two estate cars.

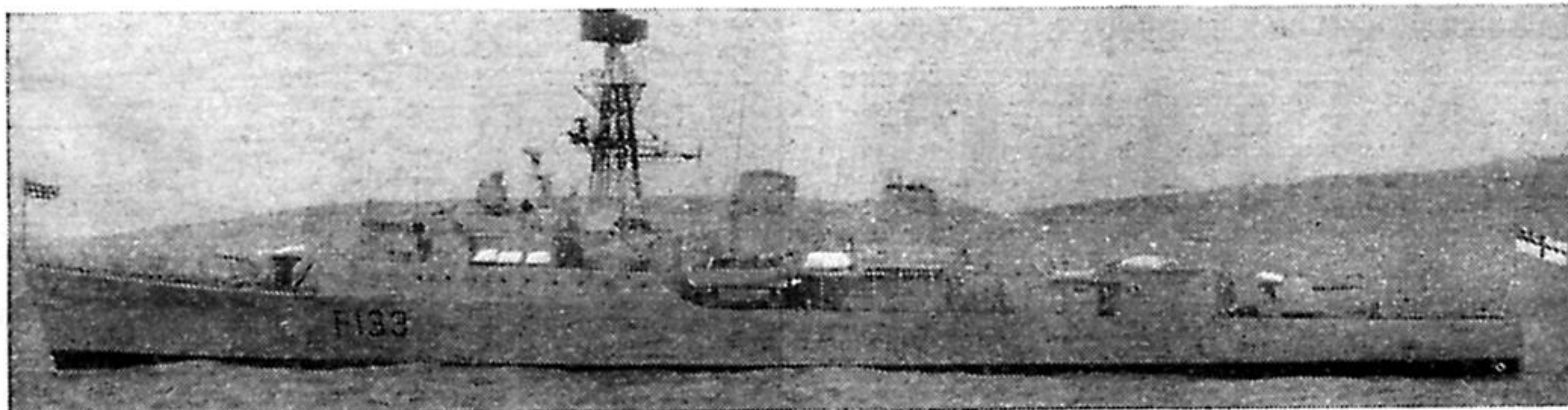
They were attempting to race the ship to Fremantle—2,500 miles by sea and 2,600 miles overland.

The Navy men taking part in the venture are Lieut.-Cdr. A. R. York, Lieut. M. H. H. Thurston, Sub-Lieut. V. C. Daly, LEM(A) R. W. Sanly, and LREM(A) B. Lapworth.

a second L.F.S. commission in a lifetime while others are waiting for their first.

It goes without saying that all our work is valueless when it is based on a drafting preference that is out-of-date. So once you have volunteered or decided not to volunteer, your decision will be in our minds until we know that you have changed yours.

You can let us know of a change of mind by rendering a new Preference Card or a Preference Request Form (B.45(b)).



The general purpose frigate H.M.S. Tartar which returned to Portsmouth from the West Indies on November 18. She is due to recommission for a general service commission on the Home and Middle East stations on January 12

The Devonport-built, Leander class, general purpose (A/S) frigate H.M.S. Danae will start her trials on January 10, 1967, and is expected to commission for general service on the Home and Far East stations in May.

Danae was laid down in December, 1964, and launched in October, 1965, by Miss Anthea Talbot, daughter of Vice-Admiral Sir Fitzroy Talbot, Commander-in-Chief, Plymouth.

DUNCAN (A/S Frigate). December 15 at Rosyth. Home Sea Service. Londonderry Squadron. U.K. Base Port, Portsmouth. (C).
DARING (Destroyer). December 15 at Devonport. General Service Commission. Home/Far East/Home. U.K. Base Port, Devonport.
AJAX (A/S Frigate). December 17 at Singapore. Foreign Service (Far East) (Phased). Captain's Command (C).

1967
DANAÉ (A/S Frigate). January 10 at Devonport. Port Service for trials. Commissions May 24. Captain's Command. U.K. Base Port, Devonport. (C).

TARTAR (A/A Frigate). January 12 at Portsmouth. General Service Commission (Phased). Home/Middle East/Home U.K. Base Port, Devonport. (B).

PUMA (A/A Frigate). January 12 at Devonport. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Devonport.
CHILCOMPTON (C.M.S.). End January at Gibraltar. Home Sea Service.

DRAFTING FORECAST

Trials crew at Gibraltar. Commissions April at Gibraltar for Fishery Protection Squadron.

LALESTON (C.M.S.). February 6 at Portsmouth. Home Sea Service. Commissions February 27 vice Miner III. U.K. Base Port, Portsmouth.

SHOULTON (C.M.S.). February 7 at Portsmouth for trials. Commissions March 21. 3rd M.C.M. Squadron. Home Sea Service. U.K. Base Port, Portsmouth.

APPLETON (C.M.S.). February 7 at Gibraltar. Foreign Service (Middle East) 9th M.C.M. Squadron (vice Kildarton). (E).

INTREPID (Assault Ship). February 26 at Clydebank. Home Sea Service/Foreign Service (East of Suez) from date of sailing. U.K. Base Port, Devonport.

DIDO (A/S Frigate). March 2 at Chatham. General Service Commission (Phased). Home/Far East/Home. Captain's Command. U.K. Base Port, Chatham.

PENelope (A/S Frigate). March 16 at Devonport. Home Sea Service. U.K. Base Port, Devonport. (C).

DEFENDER (Destroyer). March 16 at Chatham. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Chatham.

KEPPEL (A/S Frigate). March 17 at Gibraltar. Home Sea Service for trials. Commissions May 12. Fishery Protection Squadron. U.K. Base Port, Rosyth.

GRENVILLE (A/S Frigate). Mid-March at Portsmouth. Port Service. Trials. To Reserve on completion. (D/H).

JUNO (A/S Frigate). April 4 at Southampton. General Service Commission. Home/Far East. Captain's Command. U.K. Base Port, Chatham. (C).

DUNDAS (A/S Frigate). April at Gibraltar. Local Foreign Service. L.R.P. complement.

GLAMORGAN FLIGHT. April at Portland. General Service Commission. Wessex.

REPTON (C.M.S.). April. Home Sea Service. Towing crew from U.K. to Gibraltar.

CAPRICE (Destroyer). April 6 at Chatham. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Chatham.

DAINTY (Destroyer). April 13 at Portsmouth. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Portsmouth.

DIANA (Destroyer). April 13 at Devonport. General Service Commission (Phased). Home/Far East. U.K. Base Port, Devonport.

RHYL (A/S Frigate). May at Rosyth. Port Service. Special refit. (Dockyard control).

LOWESTOFT (A/S Frigate). May at Chatham. Port Service. Special refit. (Dockyard control).

NAIAD (A/S Frigate). May 4 at Portsmouth. General Service Commission (Phased). Home/Far East. U.K. Base Port, Portsmouth.

KEPPEL (A/S Frigate). May 12 at Gibraltar. Home Sea Service. Fishery Protection Squadron. U.K. Base Port, Rosyth.

DANAÉ (A/S Frigate). May 24 at Devonport. General Service Commission. Home/Far East. Captain's Command. U.K. Base Port, Devonport. (C).

LONDONDERRY (A/S Frigate). May 29 at Portsmouth. Port Service. Special refit. (Dockyard control).

SALISBURY (A/D Frigate). June at Devonport. Port Service. L.R.P. complement.

DIAMOND (Destroyer). June 1 at Chatham. Port Service for trials. Commissions July 20.

NAVAL CHURCH NOW CLOSED

The old Naval Dockyard Church, Sheerness, now closed, contained a number of memorial tablets. The relatives of those commemorated may like to know that these are being preserved in the Dockyard Church, Chatham.

There is panelling in memory of 77 dockyard personnel who lost their lives in H.M.S. Princess Irene in 1915, and a wooden casket and book records a list of their names and also names from H.M.S. Bulwark.

DANAÉ FLIGHT. June/July at Portland. General Service Commission. Wasp.

HAMPSHIRE (G/M Destroyer). June 15 at Portsmouth. General Service Commission (Phased). Home/Far East. U.K. Base Port, Portsmouth.

ARGONAUT (A/S Frigate). July 4 (tentative date) at Hebburn. General Service Commission. Home/Far East/Home. U.K. Base Port, Portsmouth.

AURORA (A/S Frigate). July 13 at Chatham. General Service Commission (Phased). Home/Middle East/Home U.K. Base Port, Chatham. (B).

HYDRA FLIGHT (Under consideration). July at Portland. General Service Commission. Wasp.

DIAMOND (Destroyer). July 20 at Chatham. General Service Commission. Home/Far East/Home. U.K. Base Port, Chatham.

ZULU (G.P. Frigate). July 22 at Rosyth. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Rosyth. (C).

BERWICK (A/S Frigate). August at Devonport. Special refit. (Dockyard control). Port Service.

DECOY (Destroyer). August at Portsmouth. General Service Commission. Home/Far East/Home. U.K. Base Port, Portsmouth.

JAGUAR (A/A Frigate). August 4 at Chatham. Port Service for trials. Commissions September 29. U.K. Base Port, Chatham.

LLANDAFF (A/D Frigate). September 19 at Singapore. Foreign Service (Far East) (Phased). (A).

JAGUAR (A/A Frigate). September 29 at Chatham. General Service Commission. Home/Far East/Home. U.K. Base Port, Chatham.

KENT (G.M. Destroyer). September at Chatham. General Service Commission. Home/Far East (Phased). U.K. Base Port, Chatham.

ZULU FLIGHT (Under consideration). September at Portland. General Service Commission. Wasp.

PUNCHSTON (C.M.S.). September at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

ASHANTI (G.P. Frigate). October 2 at Portsmouth. Port Service. L.R.P. complement.

WISTON (C.M.S.). October at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

YARNTON (C.M.S.). October at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

DELIGHT (Destroyer). October at Devonport. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Devonport.

JUNO FLIGHT. October at Portland. General Service Commission. Wasp.

VIDAL (Surveying Ship). October at Chatham. Foreign Service (Far East). U.K. Base Port, Chatham. (A).

BEACHAMPTON (C.M.S.). October at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

BURNASTON (C.M.S.). October at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

CHICHESTER (A/D Frigate). October at Singapore. Foreign Service (Far East) (Phased). (A).

SUBMARINES

OTTER. December 14, at Devonport, for service in the Third Submarine Squadron at Faslane.

NOTES.—It is emphasised that the dates and particulars given are fore-



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'Customers' are now pen-pals

Despite the fact that he was bombed "dozens of times," had to swim for it when H.M.S. Grimsby was sunk at Tobruk, and was in H.M.S. Flamingo and H.M.S. Birmingham when those ships were severely damaged but managed to limp into port, CPO R. Balmer, after 30 years in the Service, would love to go through it all again.

A native of Cumberland, the "Chief," as he is known to his many friends, served in all classes of ships, from frigates to battleships, for 22 years. He has been in the R.N. and R.M. Careers Office, Carlisle, for the past eight years.

When H.M.S. Grimsby was sunk he spent two and a half hours in the sea before being picked up by the South African trawler Southern Maid. He saw the enemy aeroplanes doing a victory roll after the sinking of the whole convoy, "but the sea was warm, so it was not too bad."

Never seasick—"I am one up on Nelson in that respect," he says—the longest period in one ship was five years in H.M.S. Birmingham.

In 1957, when serving in H.M.S. Adamant, he was awarded the British Empire Medal for "meritorious service and devo-



CPO R. Balmer

tion to duty," and he has since received a bar to his Long Service and Good Conduct Medal.

A well-known figure in schools and youth clubs throughout the country, CPO Balmer gives advice and organises displays for the benefit of youngsters who feel they would like to join the Navy.

Last year his area had a higher intake for Royal Marines than any other part of the country, and he has many letters of thanks from all parts of the world from boys and girls who joined the Service.

He says that the Navy has changed a great deal since he was at sea, but "if I had my life over again, I would join the Navy as soon as I could."

POINTS LEADERS ON ROSTERS

The following table shows the total points of the man at the top of each roster as at November, 1966. The number in brackets indicates the number of men with the same number of points.

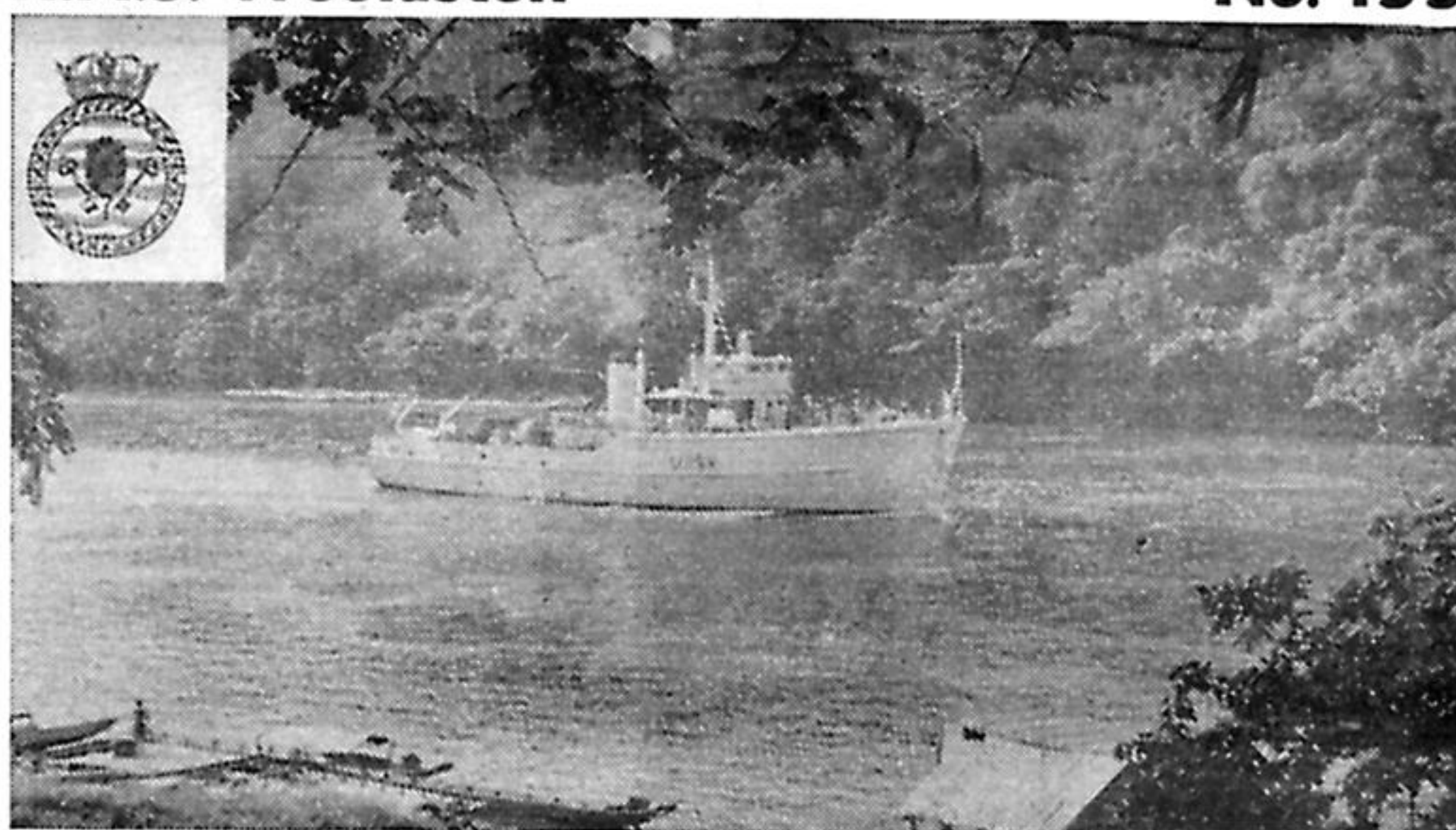
When a roster is shown as Intermediate ("Int."), it means that there are few men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, VG conduct, or medically unfit have been omitted.

Points awarded on November 30, 1966, are not effective until March 1, 1967.

CPO	PO	LS
205(2)	40(9)	Int.
CHSMKR	SMKR	
118	Dry	
CPOWTR	POWTR	LWTR
182	Int.	9(17)
CPOSA(V)	CPOSA(S)	POSA
162	179	31
LSA		
7(47)		
CPOCK(S)	POCK(S)	LCK(S)
157(4)	134(2)	49
CPOSTD	POSTD	LSTD
197(2)	96(3)	Int.
CPOCK(O)	POCK(O)	LCK(O)
214(2)	95	20
MAA	RPO	
154	69	
CERA/CHMECH	CHMECH	POM(E)
Int.	193(3)	Int.
LM(E)		
Dry		
CHSHPT	CHJNR	COA
Dry	146	Dry
CCA(W)	CEA/CHMECH	CHEL
Dry	171	
POEL	Dry	
Int.		
CHREL	POREL	
133	Dry	
CPOMA	CPOMA	LMA
47	32	Int.
CCV	CY	LRO(T)
153	Int.	32(3)
CRS	RS	LRO(G)
171	Dry	29
CRS(W)	RS(W)	LRO(W)
Dry		
CAA(AE)	CAA(O)	CAM(AE)
Dry		
CAM(O)	CEA(AIR)	Dry
Dry		
CHMECH	CHREL	
(AIR)	(AIR)	
Dry		
CAF(AE)	POAF(AE)	LAM(AE)
227	107 (Top 9)	Int.
	lack PPE	LAM(O)
CAF(O)	POAF(O)	41(3)
223	49	
CA(AH)	POA(AH)	LA(AH)
196(2)	88	Dry
CA(SE)	POA(SE)	LA(SE)
84	91	35
CA(PHOT)	POA(PHOT)	LA(PHOT)
183	84(2)	84(2)
CA(MET)	POA(MET)	LA(MET)
113	57	78
CHEL(AIR)	POEL(AIR)	LEM(AIR)
203	30(2)	Dry
CHREL(AIR)	POREL(AIR)	LREM(AIR)
200	36	Dry

H.M.S. Woolaston



'TONS' BORE BRUNT OF OPERATIONS

The "ton" class coastal minesweepers, of which H.M.S. Woolaston above is one of over 90 built, are of 425 tons displacement (full load), 153 feet in length (o.a.), with a beam of 28 feet. They have all been built since 1953.

They have a complement of 27 officers and men, and all of the ships were named after villages with the suffix "ton."

These 'sweepers, which were designed to be able to deal with

contact and influence type of mines, and mines operated magnetically and acoustically, have double mahogany hulls and are constructed of aluminium alloy and other materials with the lowest possible magnetic attraction to attain the greatest possible safety factor when sweeping.

They bore the brunt of patrolling during the confrontation between Malaysia and Indonesia, and the Inshore Flotilla based at Singapore spent on average over 75 per cent. of its time at sea looking for Indonesian infiltrators. Several were in action on numerous occasions.

A number of the "ton" class have been allocated to the Royal Naval Reserve Divisions, and two, Edderton and Sullington,

were converted to survey ships, being renamed Myrmidon and Mermaid, respectively.

Others have been transferred to Commonwealth navies.

EXCHANGE OF SHIPS

M(E) i/c A. R. Edwards, H.M.S. Barrosa, c/o H.M.S. Drake, Devonport. On General Service Commission sailing for Far East next May. Anxious to exchange draft with any A.W.K. M(E) i/c in, or being drafted to, H.M.S. Eagle.

Std I. Shand, R.N. Air Station, Lossiemouth, will exchange with similar rating in Portsmouth area who is in "six months or over" job.

PO Ck (S) B. Shaw, H.M.S. Collingwood, on draft to H.M.S. Fulmar "over six months" will exchange with rating in any Portsmouth port ship.

CA(W) i/c Carr, H.M.S. Excellent, on draft to Diana, April, 1967, will change with similar rating on draft to Portsmouth based ship on general service commission. (Tel. Cosham 76959.)

Seeking field gunners

Selection tests are taking place for the 1967 field gun crews. Many volunteers have been tested, some of whom made the grade for the "Final 50."

Readers who would like to become a field gunner should request through their divisional officer (DCI 1316/66 refers), and give details of their height, weight, and standard of fitness.

"Drafty" has the final chop on those selected, and will consider those serving on—(a) Port Service, (b) Home Sea Service, (c) Last leg of a General Service Commission.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To Acting Chief Engineer Artificer
M 933568 C. A. Newman, MX 913768
B. C. Richardson, MX 913517 R. M. Lamont, M 928879 J. C. Wood, J. 928997 N. A. Lyons, M 933780 D. J. Board.
To Acting Chief Mechanician
K 951753 D. A. Bonwell.
To Chief Joiner
MX 819298 K. Cater, MX 863521 R. T. Cox.

To Chief Engineering Mechanic
KX 136749 S. F. Russell.
To Acting Chief Ordnance Artificer
MX 902553 D. C. Rudd.
To Acting Chief Control Artificer (W)
M 928701 P. L. Bibby, MX 888963 D. H. Farrington, MX 920215 R. W. Tuckey.
To Acting Chief Electrical Artificer
MX 888875 J. Titchhurst.

To Chief Electrician
MX 818076 M. I. Owen, MX 863562 R. H. Eastall, MX 908316 J. Paterson.
To Acting Chief Radio Electrical Artificer
MX 846738 D. Bainbridge, MX 902441 P. Davenport.

To Chief Radio Supervisor
JX 835732 B. P. Keane.
To Chief Radio Supervisor (W)
J 960431 E. K. Perkins.

To Chief Communications Yeoman
JX 839482 L. C. Dunk, JX 835872 D. E. Wright, JX 864760 I. S. Sayers.

To Chief Petty Officer Medical Attendant
MX 845220 R. C. Manktelow, MX 846518 G. D. Michie.

To Chief Petty Officer
J 929318 C. C. Devlin, JX 839361 W. H. Davies, JX 778068 G. Murray, JX 899537 G. Watts, JX 760106 T. A. Poling, JX 661800 J. C. Curtis, JX 771455 J. C. Gibbs, JX 899012 G. Franks, JX 760267 A. H. Warren, JX 871365 A. J. Anderson, JX 836781 R. R. Grant, JX 818179 S. E. Kingdom, JX 803454 R. Young.

To Chief Petty Officer Writer
MX 845430 G. E. Moulton, MX 868833 R. A. Coombes, MX 887361 A. F. Green.

To Master At Arms
MX 836112 H. Tebb.

To Chief Petty Officer Steward
LX 807577 N. M. Lees.

To Chief Air Fitter (AE)
L/FX 816493 J. T. Wood, L/FX 837496 J. Southworth, L/FX 838103 R. J. Adams, L/FX 847686 C. Middlemiss, L/FX 87840 F. W. Dunphy, L/FX 619915 S. R. MacDonald.

To Chief Airman (Phot)
L/FX 867884 C. J. Robinson.

To Acting Chief Electrical Mechanician (Air)
L/FX 893372 L. D. Forward.

To Acting Chief Electrical Radio Artificer (Air)
L/FX 888639 P. G. Patterson, L/F 933823 D. P. Foster.

To Chief Radio Electrician (Air)
L/FX 847477 A. C. Millard.

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DONATIONS GLADLY RECEIVED

R.N.B.T.'S WORK IN 1965-66

Trust warning on freeze

Admiral Sir Alexander Bingley (President), at the annual meeting of the Royal Naval Benevolent Trust, held in London on October 28, gave a warning that deflationary measures and the Selective Employment Tax could lead to a considerable increase in calls upon their funds.

Although in the year under review they had managed to achieve a small surplus, the economic situation was such that they "should not get too cocky about it."

Admiral Bingley, who was presenting the 44th annual report, said there were two donations to which he would like to call attention.

FROM GERMAN

The first came from a German ex-submariner, Hans Wessel, chief engineer of U 47, which penetrated into Scapa Flow and sank the Royal Oak.

Hans Wessel gave a broadcast on the B.B.C., and sent his fee of 40 gns. to the R.N.B.T. to be used for dependants of British sub-

mariners—a truly remarkable gesture of friendship.

The other was a donation from the Albion, on paying off, of £125 from the welfare fund, welcome evidence of the growing realisation among men still serving of the Trust's potential value to them and their dependants.

The President had opened his remarks with a welcome to their speaker, Admiral Sir Desmond Dreyer, Second Sea Lord.

"Looking at the Service from the outside," said Admiral Bingley, "my impression is that Admiral Dreyer has done more for the welfare—in the broadest sense of the word—of the men of the Royal Navy and Royal Marines and their families, than any Second Sea Lord I can remember."

INCREASED INCOME

He ended with a warm tribute to the "chaps who do the work"—the permanent staff, members of the Port Committees, and Corresponding Representatives in ships and establishments.

The Hon. Treasurer, Mr.



Mr. G. A. Morley

G. A. Morley, ex-sick berth chief petty officer, presenting the balance sheet and statement of accounts, mentioned that the surplus was largely due to a big increase in income from the N.A.A.F.I.—from £7,700 in 1965 to £19,250 in 1966.

They could not, however, rely upon such "windfalls," and on the estimated expenditure for the 1967 accounts, there was likely to be a deficit.

Mr. Morley said they were all delighted that Admiral Bingley had expressed his willingness to continue in office as President for another three years.

"He has been a tower of strength," said Mr. Morley, "and we face the problems of the future heartened by the knowledge that he will be sharing them with us."

FAREWELL TRIBUTE

Both he and the President paid tribute to the outstanding contribution to the work of the R.N.B.T. of Admiral E. L. S. King, who would shortly retire after 20 years' service as the Governor appointed by the Admiralty.

His friendship and wise counsel would be sorely missed by all who had worked with him. They owed him a debt they could never repay.

Adoption of the report and accounts was proposed by Mr. M. Hayward, chief petty officer writer, seconded by Mr. G. F. Mace, chief engine room artificer, and supported by Mr. D. E. Wilson, colour sergeant, Royal Marines.

Mr. Hayward said he felt that the report represented 44 years of sweat, toil and exciting endeavour.

MANY PROBLEMS

Mr. Mace remarked that to the onlooker, the reports each year might appear very much the same, apart from the colour on the outside. But their work was far from static. Despite government legislation and the

CONTINUING IN OFFICE



Admiral Bingley, who has expressed his willingness to continue in office as President of the R.N.B.T. for another three years

welfare state, there were still many problems to sort out.

Mr. Wilson, in looking to the immediate future, said that redundancy and the redeployment of labour would be bound to lead to increasing calls on all charitable organisations.

Admiral Dreyer paid tribute to Admiral and Lady Bingley, who had contributed so very much to organising and stimulating welfare work in the Navy.



Admiral King, who is retiring after 20 years' service with the R.N.B.T. as the governor appointed by the Admiralty

Aberfan disaster help by the Navy

(From H.M.S. Tiger)

When we came alongside in Cardiff for a goodwill visit on October 21, we were puzzled at first when no newspaper or television men turned up for the usual Press Conference.

Later that day the news of the pit heap disaster at Aberfan filtered through.

A call for volunteers within the ship produced a 100 per cent. response—and so, we waited, at 20 minutes' notice, while the rain continued to fall at Aberfan.

The long-awaited opportunity came. An advance party was on its way immediately, and soon afterwards the first company of 200 volunteers followed.

They helped to direct traffic and setting up a cordon to keep sightseers away.

Once this was done, then most of the Tigers set down to digging alongside the miners, relieving heavy transport drivers, acting as stretcher bearers and mortuary attendants, helping with mechanical breakdowns, and generally taking their turn at any job that needed doing.

FIELD KITCHENS

The field kitchens set up by the Supply Department fed everyone who came along, and provided a valuable addition to the civilian and Civil Defence organisations.

The second company relieved the first as planned, but the third company were not required, since the King's Own Borderers arrived in the area and took over.

During 26 hours, some 380 of the ships' company were employed at Aberfan.

None who was there will forget the scene of muddy desolation and tragedy; the brooding menace of the tip threatening to move again at any moment.

We were glad that we too were given the chance to help.

LINK WITH ARCTIC

The Tribal class frigate H.M.S. Eskimo recommissioned for her third commission at Chatham on October 29, and among the many present were Viscount Amory (Governor of the Hudson Bay Company) and the Rt. Rev. D. B. Marsh, Bishop of the Arctic, who represents the links maintained by the ship with the Eskimo people.

The commissioning warrant was read by the commanding officer (Cdr. S. A. C. Cassels, R.N.).

A plaque bearing the coat of arms of the Hudson Bay Company was presented to the ship's diary, and very many other sources, the day-to-day administration of the fleet to which Pepsys devoted so much of his life.

Mr. Pepsys' Navy is a grand book, well illustrated, appealing to the general reader and to the specialist alike.

PERSONAL RIVALRY

Gilbert Hackforth-Jones has done it again. In his latest book, *The Stern Chase* (Hodder and Stoughton, Ltd., 21s.), he tells of the personal rivalry of Bill Digby and Vivian Gregson.

Beginning their naval careers together, nearly losing their lives when a kite balloon breaks away from the Imperator in 1917, they remain friends as they climb the ladder to captain's rank.

In peacetime and in the Second World War their careers, with the authentic background which the author always manages to achieve, are traced with consummate skill.

(One minor point—the corner of a man's service certificate is not cut off when he is "Discharged Dead." This is only done when a man is discharged from the Service "With disgrace.")

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Admiral's separation cut pledge

Admiral Dreyer, the speaker at the R.N.B.T. meeting, said that as Second Sea Lord his responsibility was for the well-being of the Fleet, and his concern was not only for the men but for their families. There was a continual effort to make conditions of service better than they had been.

Speaking of the great pressure upon the Navy in recent years, Admiral Dreyer mentioned the many commitments, including confrontation and the Beira patrol.

"We have been over-extended," he said, "and the aim and job of the Admiralty Board is to relieve this as much as we can."

There was too much separation, and this they must reduce. The aim must be to limit the period to no more than a year.

FIRST STEP

"We cannot do this immediately," he went on. "We have ships operating and services to perform in the Far East, but as a first step we are planning to reduce the separation from 18 months to 15."

There was no question of giving up commitments. They would continue to go overseas and exercise the influence which only a naval presence could exert.

Admiral Dreyer went on to explain the efforts being made

to reduce the "turbulence" when sailors came home from abroad

to reduce the "turbulence" when sailors came home from abroad

Latest film releases

Those lovely eyes of Sophia Loren (pictured above) are guaranteed to excite in the film wharabesque, which is among for latest releases for the Royal Navy. Her co-star is Gregory Peck, and the story is an

lionage adventure comedy. The film is: Michael Caine, Millicent Blythe, Shelley Winters, Shirley Ann in 1. Comedy about the love lives of navykney philanthropist.

Rare Breed—James Stewart, Green O'Hara. Western with sentimental fringes about a new breed of neice in Texas.

John Curtin—Paul Newman and helj Andrews. Spy and suspense central. Typical Hitchcock thriller.

World Cup 1966—Capturing and highlight in the recent tournament inghich 16 nations took part.

help when they have gone wrong. I am grateful to the R.N.B.T. and all its workers for all you are doing."

BASE PORT VISIT

and "Influence" the rights that speak of a landfall, of security, of safety—and of home."

Capt. Langmaid's comprehensive and valuable book includes not only a massive range of information about the building, operation and characteristics of well-known navigational aids and lifeboat services throughout the world, but also many stories of shipwreck and unforeseen disaster, of wreckers, of the keepers who maintain the lights, and of the unpaid lifeboatmen who are always on call.

The Sea, Thine Enemy, conveys admirably, the courage, perseverance and endurance of all those who have battled (and still are battling) against the constant enemy—the sea.

BEST OF PEPYS

In his preface to *Mr. Pepys' Navy* (G. Bell & Sons, Ltd.—45s.), the author, L. A. Wilcox, says he was somewhat hesitant about adding to the amount of literature that has been written on both Pepys and ships.

He need not have expressed his hesitancy, for he has done a great service. He does not claim to have broken new ground, but what he has done, in a most readable and delightful way, is

Farmside 'battle' over phone

NEED ON NEW ESTATE

A friendly but determined telephone "battle" is being waged by naval wives living at the new precinct-type married quarters estate, Farmside Gardens, at Portsmouth.

Co-ordinating the operation is Mrs. Virginia Turrell, wife of a chief petty officer and mother of two (a third is expected any time now), and Mrs. Audrey Baxter, wife of a leading mechanical engineer. Their husbands are away—one in Chatham and the other in the Far East.

In an interview with "Navy News" they stressed that they were pleased with the new quarters, but were worried about difficulties caused by pressure on neighbouring public call-box facilities.

Despite the influx of 106 naval families, about half of them with husbands away and only two without children of school age, no extra phone box has been provided.

LOTS OF BABIES

In the few months since the quarters have been in use, lots of babies have arrived—three in one week—and in coping with childhood ills and accidents, additional "crisis" has been caused by telephone frustrations.

It is difficult to get a neighbour to spend perhaps an hour



away trying to find a call-box without a queue, when she herself has babies she cannot leave.

Apart from emergencies, the young wives find that the phone is a morale-builder in keeping in touch with husbands and mums.

Families on the estate have organised a petition, publicised their feelings in the local press, and enlisted the support of married quarters officials in their campaign.

Their big hope is for a phone in the hall of one of the blocks of flats on the estate, and they feel certain that their liberal usage will more than recompense the telephone authorities.

On a wider note, they would like the authorities to consider the enormous advantage of a telephone room in married quarters, where this is possible.

A baby? — Send dad a wire

"My husband is abroad and I am expecting a baby in four weeks," wrote a naval wife to the Welfare Authorities. "Can you let me have a concession telegram form so that I can let him know when the baby arrives."

Confusion still exists about "concession telegram authorisation cards" as they are called. At one time they were available from the Welfare, but are now issued by commanding officers.

Not all commanding officers appear to be aware of the regulations contained in DCI 1010/64.

Next-of-kin or nominated person (e.g. fiancée) must get their menfolk to obtain the cards, which then can be used for urgent and essential private affairs, but not for such things as birthday greetings.

The cost is 5d. per word and the messages (no more than two

Families' Page

'WELFARE RECORD' FEAR GROUNDLESS

All who work in Naval Welfare are acutely aware of the fear which still prevails that a welfare record may prejudice a man's advancement or re-engagement.

One at least who feels he is in a position to give reassurance on this point is Mr. Redmond Vaughan Rowkins, who retires in December after 21 years as Assistant Welfare Officer at Portsmouth, and 50 years' association with the Royal Navy.

"It is unfortunate that this fear should prevent some families seeking our help when they are genuinely in need of it," said Mr. Rowkins.

"Most of our cases are of the kind in which mum has become critically ill, and a sailor son has to be flown home quickly. They never have to come to the Welfare again."

'HARD CORE'

"It is true, of course, that there are a few hard core cases, but in my 21 years in Welfare I know of very few cases in which a man's wish to continue in the Navy has had to be rejected."

"In each instance it was quite obvious that the domestic difficulties and responsibilities were such that he could not possibly serve with credit to himself or the Service."

Mr. Rowkins said that the true "welfare cases" totalled fewer than 5 per cent. of serving personnel.

During his association with the Navy there had been a revolution in the level of pay, and conditions of service. Prob-



Mr. Rowkins

lems now affecting naval families, despite the enormous improvements, were common to all sections of the community, but tended to be emphasised by the separation inevitable in any sea-going service.

LONELY WIVES

"Our main problem now concerns lonely young wives, many under 20 years of age, who cannot face even a month of separation without severe disturbance," he said.

It was evidence of the way in which the Navy was feeling the effect of the general tendency towards marriage at a very early age.

Mr. Rowkins ended his service as a senior commissioned bo'sun, having spent 22 years in submarines.

One of the more interesting parts of his career was the training of midget submarine crews at H.M.S. Dolphin, during which time he worked with Colonel Hasler, of "The Cocks-shell Heroes" fame.

Hotel now closed

After nearly 18 months of strenuous effort to make the Weston Naval Families Hotel at Portsmouth a going concern, the trustees of the Royal Sailors' Rest regret that it had to be closed on November 30.

Although the hotel was full during the summer, it was running well below economic level in the winter.

It is sad that despite the generous financial help to make the hotel attractive, this excellent service to naval families has had to end.

One faint hope remains. The hotel is Crown property, and was formerly an Army transit hotel. Discussions are taking place to see if it can be continued as a Combined Services hotel.



Mrs. Baxter

WHEN MOTHER MUST GO INTO HOSPITAL

Naval welfare has come a long way since the war, and it is a tribute to its capacity and resource that naval families sometimes are unaware of their community rights as ratepayers.

This can bring to the Welfare Authorities problems which they are not equipped to tackle.

A familiar situation of this kind is when a wife, whose husband is overseas, has to go into hospital, and has no one to care for her children.

While it is true that places can occasionally be found in a naval children's home, usually they are full, and the responsibility for seeing that the patient's children are looked after is one for the local authority.

Local authorities and Naval Welfare work in close co-operation in these matters, but naval families should be aware of the situation and thus avoid feeling

critical of their own welfare organisation for an apparent "failure" not of their making.

Council house waiting lists is another subject on which naval families should be insistent on their community rights.

Despite efforts by the Ministry of Defence and the Minister of

Housing, variation still exists among local authorities in the degree of sympathy extended to applications from naval families for Council houses.

This may well bear relation to the special difficulties of particular authorities, but men who feel they are being penalised through being in the Service should make representations through commanding officers.

FOR EDINBURGH WIVES

Naval wives in Edinburgh now have a meeting place through the kindness of the Y.W.C.A., who at the new headquarters in Randolph Place have placed at their disposal a large hall for gatherings, and a smaller one for children.

The wife of the Captain of H.M.S. Lochinvar, Mrs. Gerard-Pearse, and the wife of the Commander, Mrs. Wilson, have been arranging a programme, which included a fashion show in November. A Christmas floral decoration demonstration is planned for December 15. Coffee mornings are fortnightly, and began on November 8.

'TRAF.' JUBILEE FUND SOCIAL

To help the Portsmouth Trafalgar Services Club's Diamond Jubilee Year Fund, a "tea afternoon" and bring-and-buy is being held at the Naval Wives Information Service Drop-In Club, on the afternoon of December 14.

The "Drop-In" meets every Thursday afternoon at the "Traf."

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Lofoten 'the No. one'

With reference to the artist's impression of the new Royal Fleet Auxiliary Engadine ("Navy News," November), and headed "First Helicopter Support Ship," may I point out that, while you are certainly not in error, you are not entirely correct.

R.F.A. Engadine may be the first vessel built specifically as a helicopter support ship and manned by R.F.A. personnel, but she is the second to bear the designation of "helicopter support ship."

H.M.S. Lofoten was originally constructed as an L.S.(T), but was converted to a H.S.S. and

duly commissioned on June 23, 1964, under the command of Lieut.-Cdr. P. J. Morton, R.N., since when she has been fulfilling the role, awaiting the arrival of Engadine. Her pennant number, K07, is in itself an indication of her role.

Although pennant number K08 may, no doubt, appear as the first helicopter support ship, to those of us who have served, and to those who are still serving in H.M.S. Lofoten, R.F.A. Engadine will always be the second.

R. E. Rothwell
(POSA (S))

H.M.S. Lofoten.

From one cook to another

CPO Ck Bell believes he may hold a record with 30 years' service in that capacity. I served as a cook from January, 1922 to November, 1957, and 19 years four months of that period was as CPO Ck (S).

H. G. Nichols, B.E.M.
Chatham,
Kent.

'NEWS' GETS AROUND

Please find enclosed my next year's subscription for "Navy News."

I hope the amount is correct, as I have not had a proper look at the paper yet. My niece was a Wren, and her husband a leading cook, and as soon as they see it they make a dive for it.

After that it is passed on to another ex-AB LTO, so it gets around.

J. M. Hutchinson
Haverthwaite,
North Lanes.

Survivors from H.M.S. Wren

It was most interesting to read in "Navy News" about Lieut. Parker, who was a survivor of the destroyer Wren after she was sunk by enemy bombing.

I was in the minesweeper William Wesley in the same action as Wren, when we were attacked by about 200 enemy aircraft. Wren was the first casualty.

I was in command of the lifeboat which picked up most of the survivors out of the water, and after being machine-gunned for about one-and-a-half hours we were eventually taken on board Wesley—not without many casualties.

J. Logan
(Lieut.-Cdr. R.N.R., ret.)
North Shields,
Northumberland.

Letters to the Editor

Navy as the new middle class?

There is some talk nowadays of the Navy becoming the new "middle class." An interesting and encouraging idea, but is it true?

The characteristic of the "middle class" is not affluence so much as a determination, often at considerable sacrifice, to live in their own houses, educate their own children, and, perhaps to a lesser degree, hire their own doctor.

Happily house-ownership is well under way, but has anyone seen any signs of a desire for private school or the family doctor?

P. R. Ward
(R.N., ret.)

Petersfield,
Hants.

Old assessment is reintroduced

An item in the November issue of "Navy News" refers to the introduction of "Exceptional." This is not new, but the reintroduction of an assessment which first appeared in 1911.

Concerning the "buying-out for recruits," this scheme, I would suggest, is a great mistake. In three months a recruit will hardly have had an opportunity to settle down.

Surely home-sickness is not a malady to give way to, if we wish to make men, that is real men, out of recruits.

A rating should not be encouraged to purchase his discharge until he is 21.

Shipmate

Pitlochry.

NEAR INCIDENT OVER MALTESE CROSS EMBLEM

May I point out that the emblem of a Maltese Cross, half red and half white, now being worn on the funnels of the Mediterranean Squadron destroyers and frigates, is in no way "new."

This emblem has been worn as the squadron crest of the 7th Mine Countermeasures Squadron and the 108th Minesweeping Squadron as it was before the titles were changed, since about 1958.

This squadron emblem worn by the coastal minesweeper in which I was serving nearly caused a political incident.

The ship was undergoing maintenance during the local unrest which accompanied rumours of the Royal Navy's run-down in the Mediterranean.

Our funnel had been scraped and repainted, but the Maltese Cross had not been added as the grey paint was not dry. Some local spokesman suggested that the fact that the Maltese Cross had been painted out was proof of the impending departure of the squadron.

So an emergency operation had to take place to restore the Maltese Cross at the earliest

opportunity, and so allay the rumours.

G. L. Upton
(Lieut. R.N.)

Eastney,
Portsmouth.

Hopes to contact old 'Valiants'

I have only just heard that contact is being sought with serving members of the First World War Valiant.

I have kept in touch with only two shipmates, but there are others I hear of vaguely, and would like to know if there is any present means of closer contact.

Your help to this end would be most gratefully received. I would add that I was a flight-lieutenant, R.N.A.S., flying a one-and-a-half strutter from "B" turret.

F. G. Davies

Guildford,
Surrey.

Nelson death theory

Having just read part of Thomas Hardy's "The Dynasts" relating to the Battle of Trafalgar, I wonder could Nelson's death possibly have been suicide? I had never looked at it in this light before, but now it seems fairly possible.

Nelson was warned not to wear his medals on deck but he insisted, and later, after he had been shot and taken below, he shunned attempts by the surgeon to try to save his life.

Perhaps I am misreading this passage, but I wonder if any other readers have had the same thoughts.

(Miss) Daphne O'Connor

Angmering,
Sussex.

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The doors of Trafalgar Services Club, in Edinburgh Road, Portsmouth, which celebrates its diamond jubilee this month, have been continuously open, day and night, and through two World Wars, since December 14, 1906.

Up to the end of 1965, well over four million cabin bookings had been made, and the number of meals supplied is astronomical.

Belonging to the Church of England Soldiers', Sailors' and Airmen's Clubs organisation, the "Traf" is not subsidised by the Church Commissioners, and it has always been self-supporting.

To commemorate the 60 years of useful service to the Armed Forces it has been decided to carry out certain improvements to the Club and, although it does not normally make appeals, to open a Diamond Jubilee Year Fund to pay for them.

The improvements include

giving the Edinburgh Road facade a "face lift," and converting one floor of small cabins into bed-sitting rooms.

The aim of the appeal is to

reach the cost of the improvements—about £3,000—and the total amount received by Armistice day was just over £1,829.

Ships, establishments, or private individuals who would like to be associated with the Appeal should send their donations to the Comptroller, The Trafalgar Services Club, Edinburgh Road, Portsmouth.

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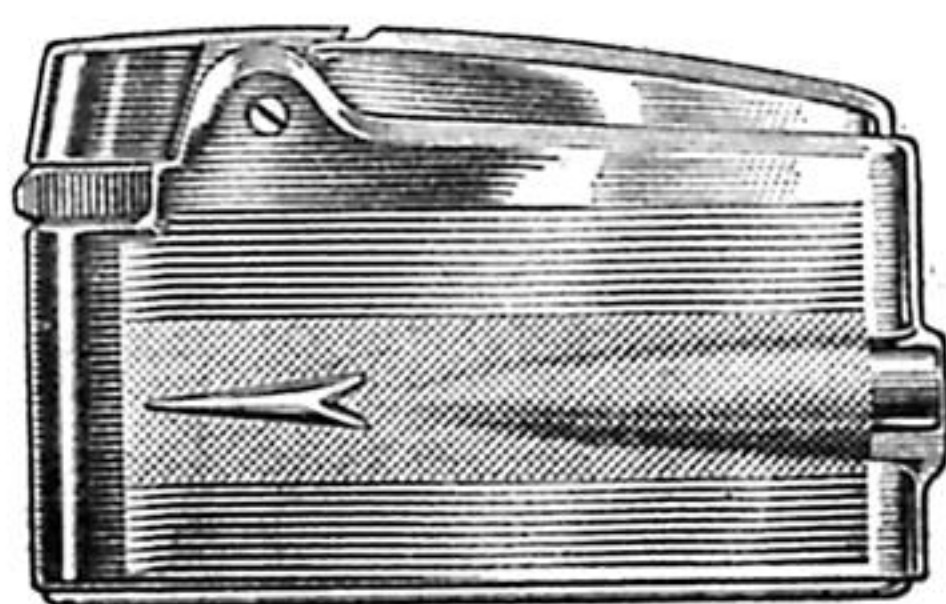
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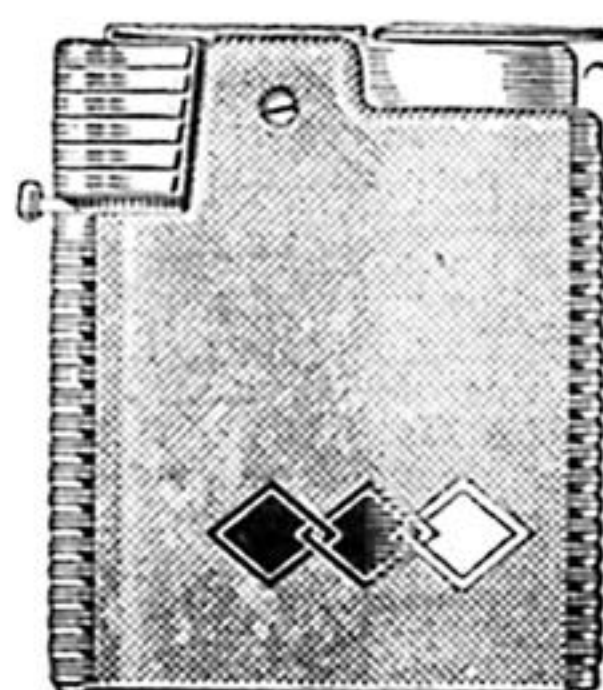
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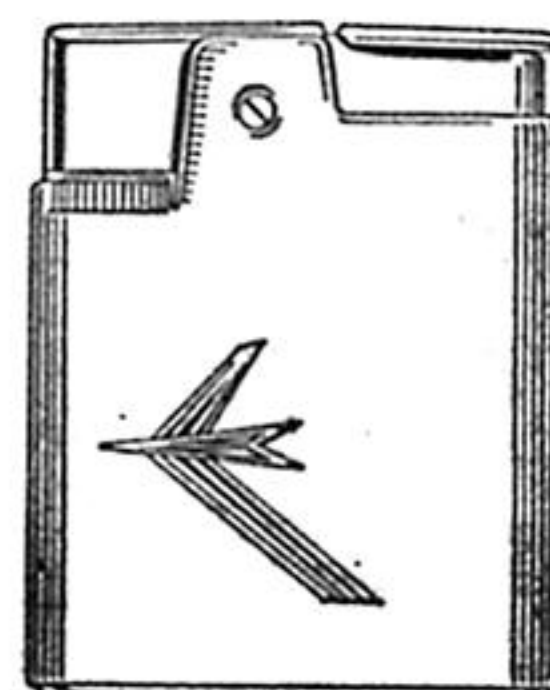
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ROYAL NAVY EAST GREENLAND EXPEDITION



Lieut. Keelan, R.M., putting on skis at the Conniats Bjoerg main food depot before setting out for Schweizerland for the second time. His load weighs 65 lb. Lieut. Keelan was responsible, with Lieut.-Cdr. Stocken, for most of the hard work of trail-breaking



Mr. Wallis
Civilian geologist and deputy leader, who took charge after Stocken's death



Lieut.-Cdr. Stocken
Leader of the expedition. Eldest in the party, and led by stirring example



PO Kirkpatrick
"Discovery" of the expedition. Strong silent type who climbed with Stocken



CPO Collins
Comic and ace cook of the party



Marine Twigg
A "hard" man with impressive record of rock climbing

Trek in worst country on earth

The main aims of the Royal Navy East Greenland Expedition were successful—exploratory mountaineering and a programme of geological work. Thirty-one new peaks were climbed—16 in Schweizerland, including the two highest of 2,520 and 2,500 metres.

The success of the expedition is in itself a fine memorial to the two men who died—Lieut.-Cdr. C. M. Stocken, R.N., and Aircraft Artificer First Class P. J. Garden.

The party was made up of one officer each from the Army and R.A.F., two civilians, and eight members of the Royal Navy and Royal Marines. The leader was Lieut.-Cdr. Stocken.

The main expedition arrived at their starting point in Tasisarsik Fjord on July 14. A

round trek of 300 miles over nightmare country faced them. Appalling difficulties were ahead—glaciers, mountains, snow rivers, hidden bottomless crevasses, freezing weather.

CARRIED 80 lb. PACK

Each man carried 80 lb. on his back. The laden sledge had to be man-hauled over the rugged, heart-breaking country. But the party set out in high spirits.

The first stage of the journey was to the main base in the area of Conniats Bjoerg.

It took eight days of hard trekking and hauling to cover this distance of 50 miles. The going was tougher than anything they had faced before.

At the main base, they found three members of an Imperial College, London, expedition. One of them had a broken ankle, and the consequent delay caused them food problems. They had eaten some of the Navy's food that had been dumped there in the spring. This they offered to replace with

by
ARCHIE VENTERS
Command Public Relations
Officer, Plymouth

They departed northwards over crevasse-ridden country. Each man was roped to the sledge. After two days it was decided to abandon the sledge. Lieut.-Cdr. Stocken carried on into Schweizerland with Keelan, Corner, and Twigg.

CLIMBED PEAKS

Dr. Dilly stayed in this area with his men, and climbed several peaks.

After six days from the Main Depot, which took them well up the Paris glacier, their food was running short and they were unable to trace air-dropped supplies. The leader therefore led the two groups back to Conniats, arriving there on August 5. They found tragedy.

While climbing the previous day, Flying Officer Dearman had fallen. Suffering from severe shock he was helped

down the mountain by his companions. Peter Garden went ahead to survey the route, and while crossing a snow bridge over a crevasse fell to his death. A fine character, Peter Garden lost his life while caring for his injured friend.

With great courage Roger Willis roped down into the crevasse, but his brave effort was in vain.

They arrived on August 12, this time finding the 96-man day food dump with little trouble, and during the next two weeks climbed the highest peak (more than 9,000 ft.), and 15 others.

On August 23, tragedy struck again. Lieut.-Cdr. Stocken was fatally injured.

FALL OF ROCK

On that morning Chris Stocken, Douglas Keelan, Noel Dilly, and Tom Kirkpatrick set out on the last ascent of the expedition. This was the peak on the west side of Femstjernen, marked on the map with a height of 2,220 metres. This mountain had not been climbed before.

Shortly before noon the weather began to deteriorate, and the party decided to abandon the climb. On the way down there was a fall of rocks,



food at a dump 80 miles on—an offer too good to miss.

CHANGE OF PLAN

There was a change of plan here. Lieut.-Cdr. Stocken realised the country was tougher than expected. They could not all continue to Schweizerland.

Four stayed at the main base: Mr. Roger Wallis, Flying Officer Roy Dearman, R.A.F., Ldg. Eng. Mech. Ken Rowe, and Peter Garden.

The remainder—Lieut.-Cdr. Stocken, Dr. Noel Dilly, Lieut. Douglas Keelan, R.M., 2/Lieut. Crispin Agnew, Royal Highland Fusiliers, Petty Officer Collins, Control Artificer Tom Kirkpatrick, Leading Radiocommunications Operator John Corner, and Marine Ronald Twigg—trekked on.

Camp on the Col de Poulies, during the three-man dash to the coast, led by Lieut. Agnew. In the picture are F/Officer Dearman and CPO Collins

down the mountain by his companions.

Peter Garden went ahead to survey the route, and while crossing a snow bridge over a crevasse fell to his death. A fine character, Peter Garden lost his life while caring for his injured friend.

With great courage Roger Willis roped down into the crevasse, but his brave effort was in vain.

WENT WITH NEWS

When the main party returned the following day, it was de-

one of which struck Lieut.-Cdr. Stocken on the head. He died four hours later.

Two cairns mark the last resting places of Chris Stocken and Peter Garden.

This was the end of the Royal Navy East Greenland Expedition. On August 25 the trek started for the coast, and they reached the sea on September 3.

VALUABLE WORK

They had trekked over 300 miles of the worst country in the world, climbed 38 mountains, and carried out valuable geological work.

In spite of two tragedies and many unexpected difficulties, the expedition was a great success and fulfilled every aim, adding another chapter to the story of the Royal Navy's exploration of the Arctic.

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'66—'golden year'

BIG PROGRESS IN NUCLEAR FLEET

Submarine Command's "golden year" of 1966 drew to a close with an announcement from the Navy Department that a sixth nuclear-powered Fleet submarine was to be ordered in the New Year.

Two submarines of this type, Dreadnought and Valiant, are already in service, and two others, Warspite and Churchill, are under construction. The fifth, as yet unnamed, was ordered three months ago.

The latest announcement means that the Navy now has a total of 10 nuclear submarines in service, building, or planned.

FOUR POLARIS

In addition to the six Fleet submarines, there are the four Polaris ballistic missile submarines, Resolution, Renown, Revenge, and Repulse, all of which are building.

The first of these, Resolution, was launched in September, and Renown is to be launched next February.

The new Fleet submarine to be ordered will be similar to Valiant, and the estimated cost is £20 million.

In 1966 also, the Seventh Submarine Division at Singapore became a Squadron, and the depot ship H.M.S. Forth arrived there to lend her weighty support.

On the organisation side, 1966 has seen the opening of the Polaris School at Faslane. The build-up of shore support facilities at Faslane and Fort Blockhouse proceeds apace.

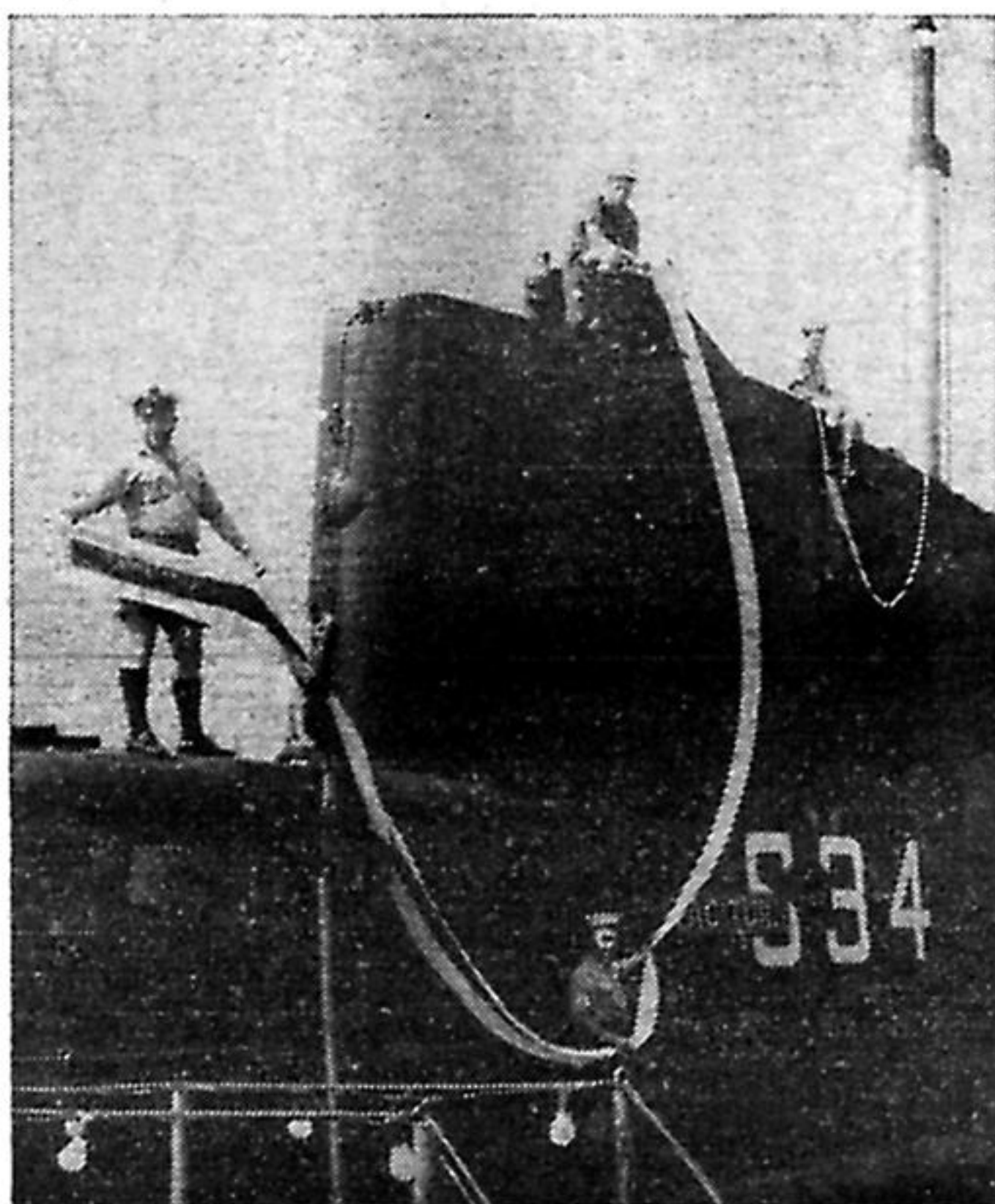
The new Submarine School at Dolphin is the most modern and best equipped of its kind in the country.

Faslane ready by mid-1968

The Polaris submarine base at Faslane in the Gareloch should be operational by mid-1968, said a spokesman of the Ministry of Public Building and Works.

The total cost of the Polaris base was about £45 million, and the Ministry was engaged in

An airing for the paying-off pennant in sunny climes as H.M.S. Taciturn journeyed through the Pacific on the way home



some of the shore facilities costing about £23 million.

There had been a certain amount of re-phasing, but broadly speaking the Ministry was up to date.

Lively Polaris brochure

To suggest Polaris, the U.K. SSBN Force and Conditions of Service as light Christmas fare may be to invite doubts on sanity, but in fact enormous effort has gone into this brochure to make it lively, interesting reading for general service ratings, submariners—and of course their wives.

The Polaris programme is now reaching the stage at which the number of officers and ratings appointed and drafted to submarines will increase rapidly.

NO PENDANT NUMBERS

Because of "marginal security benefits," but mainly because modern submarines spend so much of their time submerged, Royal Navy submarines will, in future, display no pendant numbers on their conning towers.

Each number is to be obliterated when the submarine is next painted.

Valiant—leave at Chatham

H.M.S. Valiant, the Royal Navy's second nuclear submarine (and the first all-British nuclear boat) arrived for her first visit to Portsmouth on November 17.

Commanded by Cdr. P. Herbert, R.N., Valiant commissioned in July last, and is at present carrying out extensive trials which, says her commanding officer, are progressing smoothly.

On November 23 the First Sea Lord, Admiral Sir Varyl Begg, went to sea in the submarine, and he was accompanied by the Vice Chief of Naval Staff, Admiral Sir John Bush.

Valiant will go to Chatham on December 12, and will stay for a few weeks to enable the submarine to carry out routine maintenance, and to give Christmas leave.

This visit will also enable the Chatham Dockyard, which has been selected as the second nuclear refitting yard, to gain useful experience of handling nuclear submarines.

Royal launching for Otway

The Oberon class submarine, built at Scotts of Greenock for the Royal Australian Navy, was launched and named H.M.A.S. Otway by Princess Marina on November 29.

H.M.A.S. Oxley, built by Scotts, will commission on February 24, 1967.

Two other Oberon class are to be built by Scotts and will be named Onslow and Ovens.

First Squadron changes

Certain changes are taking place in the First Submarine Squadron, based on H.M.S. Dolphin, Gosport.

H.M.S. Olympus, which has been working up in the Clyde

12-month refit for Otus

After steaming more than 60,000 miles in just under three years, H.M.S. Otus, the Oberon class submarine, is to have a year-long refit, and she left Portsmouth on November 3 flying a paying-off pennant to mark the end of her first commission.

Ch. Mech. Donald Lawrence, of Gosport, who joined the submarine when she was being built by Scotts, of Greenock, will stand by Otus during the time of her refit.

Victorious wins Relay

With 109 miles behind them, a relay team of eight runners from H.M.S. Victorious ran up the City Hall steps at Newcastle, New South Wales, to be greeted by the Lord Mayor (Ald. D. G. McDougall).

The team had run the distance from Sydney harbour bridge in 10 hours 13 minutes and 10 seconds beating a team from H.M.S. Cleopatra by nine minutes.

A very hard pace was set and kept, each man averaging 12 min. 10 sec. for two miles. A four-minute mile was recorded, and 9 min. 3 sec. for the two miles, but both had the advantage of being downhill for most of the way.

The Victorious team comprised M(E) Pearson, LEM(A) Whitworth, PORMEC Simcock, RO Markham, CPO Payne, LS Cousins, NA Emmer, and J/Sea Vasey.

The names of the Cleopatra

The runs ashore in Waikiki...

When H.M.S. Taciturn began her voyage home, nobody wanted to leave Sydney, but by the time Fiji, Canton Island, Hawaii, California, Panama, the Virgin Islands and the Azores had been visited, memories of Australia were beginning to fade.

Taciturn (Lieut.-Cdr. P. D. Hurford, R.N.) returned to Gosport on November 18 after four years' service on the Australian Station, having sailed from Sydney on August 22.

After five hectic days at Suva, Fiji, it was on to visit the desert island of Canton and then Pearl Harbour. Hula dancers on the jetty, band playing, leis for the Captain, a huge cake with "Welcome S-34," and the U.S. Navy was out to break all records of hospitality.

The accounts of the beach barbeque and runs ashore in Waikiki, as well as the wardroom expedition to the Playboy Club, Los Angeles, from the next port, San Diego, are best left unrecorded.

INTO MEXICO

In California some visited relatives and others Tihuaná, over the border in Mexico. All in all it was a memorable visit.

South once again to the Panama Canal and on to the Virgin Islands.

Steel bands, calypsos, rum, and a full moon were all enjoyed before setting off to brave the Atlantic and to be chased by Hurricane Lois.

Taciturn is to be placed on the "disposal list."



"What's it going to be, admiral? A search for hair-line cracks or an extended refit?"

and North-Western Approaches after a refit in Portsmouth Dockyard, is to join the squadron in the middle of December, and H.M.S. Alliance, which has been refitted in Devonport Dockyard after service in the Far East, has already joined.

H.M.S. Finwhale will be leaving the squadron in the New Year in order to undergo a refit in Portsmouth Dockyard, and H.M.S. Talent, which is paying off this month, is to be placed on the disposal list.



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Navy News

EDITOR:

W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

Coddle or sense?

Soon it will be possible for a boy seaman to buy himself out after three months' service, and shipmates are growling through their full sets at this molly-coddling. "Make men of 'em like us," tends to become the cry against any innovation, but the Navy Minister has very firm ideas on the subject.

Many others will share Mr. Mallalieu's inability to understand why "boy's time" between 16 and 18 does not count as part of a nine-year engagement, and will welcome the probability of a change in the regulations.

The "early-warning" proposal, however, is not quite so simple as it appears. Discretion already exists for persistently homesick cases to be released from training establishments. The new scheme, therefore, is an extension into Service life of commercial and industrial practice.

Never has there been greater effort to fit capabilities to careers, and young people often have two or three attempts before settling down, especially those with the more marginal academic achievements. The big problem is how to give a fair picture in only three months.

Without the disadvantage of deep commitment, the intake may well be substantially higher, but the Navy and not the boys will be "on trial." Those three months are going to be vital. There will be little surprise if the period proves to be much too short.

Christmas Greetings

In offering the season's good wishes, "Navy News" sends a special greeting to its correspondents in ships and establishments all over the world. Without your enthusiasm and belief in its purpose, the paper could not continue.

Occasionally it becomes impossible to give a mention to every contribution, but if expansion continues at the present rate, there are high hopes that the New Year will bring yet further extension in available space.

Thank you all for your splendid help in widening the interest and usefulness of the publication.



"It might work with the Wallabies, but don't kid yourself that biting off the commander's ear in a seven-a-side knock-out is going to get you sent home for Christmas."

SHIP FURNITURE EXHIBITION CRITICISMS

Navy hears from its 'customers'

Mention space today and the majority of people look at the TV set or to the sky. Naval designers have lived with the problem of space from time immemorial.

In the Director of Stores' Department space means storage space—and money.

In the Ship Department "space" or deck area is the prime factor dictating the design of a modern warship. It is the function of the Director of Naval Equipment to advise the design team on how the best and up-to-date standards of habitability can be provided in the "space" allocated by the designers for "living"—as distinct from, for example, armament and storerooms.

The Director of Naval Equipment and Director of Stores, therefore, shared a common interest in asking the Admiral Superintendent, Portsmouth, in the spring of 1966, to approve the mounting of a Ship's Furniture Exhibition in the Dockyard.

For ten years

The aim was to rationalise the provision of furniture and furnishing (carpets and curtain materials), say for the next 10 years, so that the Fleet would get what it needed, and the Stores Department would keep minimum stocks.

Immediately after the August Navy Days, a team of four—AB Lever and CAW (App) Stanley, of H.M.S. Victory, and M(E) Knowles and JS Ellis, of H.M.S. Grafton—under the

supervision of Shipwright Artificers (First Class) Money and Gyue, of H.M.S. Sultan, moved into No. 9 Storehouse to set up the exhibition.

At the same time, Messrs. E. P. Nicholson and H. A. New, of the Naval Store Department, were gathering at Portsmouth for display, all the furniture and furnishings in the Rate Book.

850 visitors

The exhibition was open from October 3 to 7, and in that time 850 visitors came to look, to ask questions, and to leave them their criticisms and suggestions on specially prepared questionnaires.

To analyse the resulting mass of information the Superintendent W.R.N.S. of Portsmouth, provided the charming assistance of Wren (RA) Fletcher and Wren (Cine) Beechey.

The exhibition occupied 1100 sq. ft. of floor space. As one entered the main door a display of bunks met the eye—the favoured Mark I bunk/tee, the difficult-to-convert Mark II bunk/tee (fitted in Tigers and Leanders), the Mark III three-tier sleeping only bunk—which is fitted where there is a clear deck height of only 6 ft. 6 in.—and a six-man module bunk, as fitted in Dutch Leanders (the Van Speijk class).

by
Cdr. J. T. Sheehan, R.N.,
of the Naval Equipment
Directorate, Bath

Next to the bunks were chairs of all shapes and sizes. As a result of the exhibition the range of patterns and colours will be much reduced.

The display of ratings' kit lockers provoked much comment—some of which was not wholly in favour of the latest NS Mark III locker for chief petty officers and petty officers, or the S Mark VI for junior ratings.

It is likely that many who adversely criticised the space in the lockers were forgetting that suitcase stowage space is today provided in messdecks outside of kit lockers.

Colourful

Bisecting the exhibition hall was a colourful display of carpeting and fabrics. Some of the less-popular items are being removed from the range of items.

On public view for the first time were the new four-seater

and six-seater dining hall tables, which are portable and stackable, and the new stools and settees for fitting in chief petty officers' recreation spaces.

The remaining three displays completing the exhibition were mock-ups of senior and junior officers' cabins (Class II and Class III) utilising the newly designed unit furniture, and of the chief petty officers' six-berth cabin concept which will be first incorporated in the current refit of the Ark Royal.

To be altered

The chief petty officers' six-berth cabin concept was mocked up to show three lots of two tiers of bunks over two modern kit lockers with self-contained suitcase and shoe stowages. Communal greatcoat and suit cupboards are also provided.

As a result of the very useful criticisms made by visitors to the exhibition, the design will be changed to provide two tiers of three bunks (Mark 1A) so that more recreational seating will be available by day.

It will be some months before the full results will begin to flow from the exhibition, and the

Wrens to take over jobs in Singapore

During November six officers and 53 ratings of the Women's Royal Naval Service left London by air for Singapore to form the first unit of the Service to be drafted there since the end of the war.

With the Wrens went three members of the Queen Alexandra's Royal Naval Nursing Service.

The new unit will take over jobs now done by male ratings, mostly in secretarial and communication work. The Wrens include radar plotters, stores assistants and range assessors.

The members of the Q.A.R.N.S. will also live in the W.R.N.S. quarters which have been adapted from four buildings in the base—H.M.S. Terror.

OUT IN ADVANCE

The W.R.N.S. unit officer (First Officer W. A. Brown), formerly in charge of the Wrens at R.N. Barracks, Portsmouth, and the Quarters Officer (Third Officer A. Spencer) flew out in advance of the main units.

Apart from five W.R.N.S. officers and three chief Wren welfare workers, there has been no W.R.N.S. unit in Singapore since the end of the war.

The Director of the W.R.N.S. (Commandant Dame Margaret Drummond) was at Knightsbridge Air Terminal to see the first party leave for London Airport on November 2.

ADMIRAL'S MEMORIAL

A sculptured head study, in resin bronze, of the late Admiral of the Fleet Viscount Cunningham of Hyndhope, was shown to the public last month at the Society of Portrait Sculptors' annual exhibition in London.

The work, by Franta Belsky, president of the Society, was exhibited with the Admiralty's permission. Among the many people who helped Mr. Belsky to ensure that the details are correct was the Admiral's brother, General Sir Alan Cunningham.

The final work will be unveiled in Trafalgar Square on April 12, the anniversary of the Battle of Cape Matapan.

The late Admiral will be the fourth to be represented in statuary in Trafalgar Square.

Fleet will be kept informed by DCI or the Habitability Progress Report to be issued in early 1967.

The exhibition produced many useful suggestions, and from the comments of the visitors, was a welcome way of letting the "customers" see the "goods," and give practical-user advice.

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Most popular

This Dutch bunk module sleeps six men, and each sleeping space is fitted with its own light and air supply, and a small built-in locker for personal items (e.g. books, soap and towel).

Rather naturally it had great appeal and was top of the popularity poll.

But it would be well to bear in mind that the Dutch bunks do not convert into settees by day.

This means that only one-third of the mess can sit down for a "cuppa" or for their "tot."

Touring the exhibition, Capt. J. E. Pope, Director of Naval Equipment, tries a bunk for comfort



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FISHING PATROL GOES TO THE GRAND BANKS

Malcolm among the icebergs

Since Iceland extended her fishing limits and with the advent of the stern trawler, British fishing interests have spread farther afield.

H.M.S. Malcolm has been on a two-month patrol in Canadian and Greenland waters, her task being to visit the Grand Banks and assess whether further patrols in the area were now necessary.

St. John's, Newfoundland, has been the centre of the North-West Atlantic fishing industry for over 300 years, and was the automatic base for Malcolm.

Newfoundland was a colony until 1949 and the inhabitants remain proud of their British heritage. There was, consequently, a large amount of hospitality for the ship's company.

DECK HOCKEY

Whilst in St. John's, the ship was berthed in the centre of town and the daily deck-hockey tournament on the jetty aroused a great deal of public interest.

Deck-hockey was compared with the Canadian national game of ice-hockey, but the apparent lack of rules and ab-



H.M.S. Malcolm among the trawlers at Reykjavic, Iceland. In the foreground, a small Seine net trawler prepares to set off for the open sea

sence of a penalty box amazed them.

September 29, a "British Shopping Fortnight" was opened in St. John's by Viscount Heathcote Amory, from Malcolm's bridge deck.

As the culmination of his speech, Lord Amory released 1,000 helium-filled balloons with Union flags on the outside and 510 gift vouchers inside.

SAILORS MOBBED

Many of these fell among the assembled ship's company, who were immediately mobbed by a crowd of small boys whom even the Royal Canadian Mounted Police could not hold back.

Malcolm made one visit to Halifax, and the night before she arrived, in the midst of a severe gale and in heavy seas, stood by the Canadian tanker Aime Gaudreau, which had broken down and had anchored

two miles off the coast.

Malcolm prepared to tow her, but as her anchors were holding, she waited until the next morning when a ship owned by the same company came to her assistance.

She was, nevertheless, extremely grateful, and Malcolm received a front-page splash in the Halifax daily paper, and was met by television cameras which recorded her arrival for the news.

FIRST SINCE 1959

On her return trip, Malcolm visited Godthaab, the capital town of Greenland. This was the first visit by the Royal Navy since H.M.S. Bermuda was there in 1959.

While there, the Commanding Officer, Lieut.-Cdr. I. G. Riley, R.N., laid a wreath in memory of James Frederick Dunn and Arthur North, two sailors from

H.M.S. Bermuda, who had tragically drowned during her visit.

The Governor of Greenland also laid a wreath, and Malcolm provided a guard. The memorial is an anchor embedded in concrete, and inscribed, "In memory of all seafarers who have lost their lives in the Greenland Seas."

The coast of Greenland is possibly the most hazardous in the world, and Malcolm met her full share of icebergs, fog and storms while out there.

HELPED MORALE

During her patrol, Malcolm steamed 10,000 miles, and although only encountering 20 British fishing boats in all, her patrol nevertheless did a great deal for British morale in an area comparatively near home, but seldom visited by the Royal Navy.

Kent goes foreign—and rushes to Tokio

A wet mist shrouded Plymouth Sound when H.M.S. Kent sailed for the foreign leg of her second commission on August 11, but within three days the ship's company had changed into whites and were making efforts to lose its pallor in the Mediterranean sunshine.

The first week-end away was spent in the "cruise liners' bazaar"—Gibraltar, then followed Malta, Port Said, and the Suez Canal.

"Mr. Mohammed Ali," doyen of the gully-gully men, gave his incredible performance to the ship's company, on the flight deck, and then Kent led the southbound convey through the night.

'HELLO—GOOD-BYE'

Those on board were grateful for the air conditioning as the ship sailed down the Red Sea to Aden. The stay there was only half a day, but this was long enough for JRO Lines to meet his R.A.F. brother whom he had not seen for two years.

The next stop was Gan, but to get there the ship had to cross the Line, which was done with all due ceremonies on August 28. And so to Singapore. The 9,000-mile passage had been made in the 20 days allowed.

With confrontation ended, and the atmosphere in Singapore having relaxed considerably, everything seemed for a pleasant couple of weeks.

Within a week, however, the Captain announced an immediate change of programme. The Fleet Commander, Vice-Admiral Sir Frank Twiss, wished to fly his flag in Kent for an official visit to Tokio, and the ship was to be there in 10 days' time.

FAST BOAT TO TOKIO

This alteration meant a lot of work and another fast passage, for Tokio is almost as far from Singapore as is Aden.

Off Luzon, Kent sighted H.M.S. Victorious, and a Sea Sprite helicopter from the U.S.S. Oriskany picked up urgent mail from Kent and took it to the carrier.

Despite some inconvenience from typhoons Flossie and Grace, H.M.S. Kent arrived at Tokio on time, and then followed a great number of official and ceremonial functions.

Every day as many of the ship's company as possible left the ship for coach tours, barbecue parties, swimming parties and so on, in addition to many sporting fixtures.

The ship returned the generous hospitality in true Navy fashion. There was an official cocktail party, a senior rates' party and a children's party for some 50 orphans from the House of Hope.

HIGH-PRICED NIGHT LIFE

In the evenings those who sampled the local night life found it all to be on an incredibly lavish scale, but with prices to match.

H.M.S. Kent sailed from Tokio on September 24, straight into typhoons Helen and Ida, the former passing within 20 miles of the ship.

Later those on board were saddened to hear of the damage which these typhoons were to cause to Japan, and a relief fund which was set up on board enabled Kent to send £150 to the Governor of Tokio.

The Governor, in a letter thanking the ship for the generous donation, said it was his belief that Kent's action would have a far-reaching effect upon the promotion of the happy relationship which the two countries already enjoyed.

Wakeful's 9,000 miles on trials

H.M.S. Wakeful returned to Portsmouth on November 4 after five weeks' work carrying out "Ionospheric Sounding Trials" for the Admiralty Surface Weapons Establishment at Portsmouth.

The results, when computed, will enable the Royal Navy to choose the best frequencies for communication at any time of the day or night between any two spots on the earth's surface.

To obtain sufficient distance between the ship and the powerful transmitter at Farnborough, H.M.S. Wakeful visited the West Indies. She called first at Bermuda and then the lonely little island of Bequia.

The Earl of Avon used to own a house at Friendship Bay at Bequia, but it has now been sold to Mr. John Perkins, of Lymington, a friend of Cdr. M. D. Joel, R.N., the commanding officer of Wakeful.

Mr. Perkins has yet to see his property, but the Captain and officers were able to carry out an inventory, and spent a cool and comfortable night at the house into the bargain.

From Bequia Wakeful steamed to Barbados. For OS Richard Greenridge, 16, of Coventry, it was a case of returning to his fatherland.

His parents migrated to Great Britain when he was four. About Barbados he said "I hardly remember anything about the island now, because I left when I was so small." He was granted special leave to visit relatives.

At Bridgetown, Lieut. David Beresford-Green, of Purbrook, was able to indulge in one of his hobbies—organ playing. He played the cathedral organ on a few occasions as he had done previously at Hamilton.

H.M.S. Wakeful started the homeward leg on October 22.

In the 22 days at sea Wakeful had steamed over 9,000 miles, and it brought her grand total since she was first commissioned in 1964 to over 383,000 miles.

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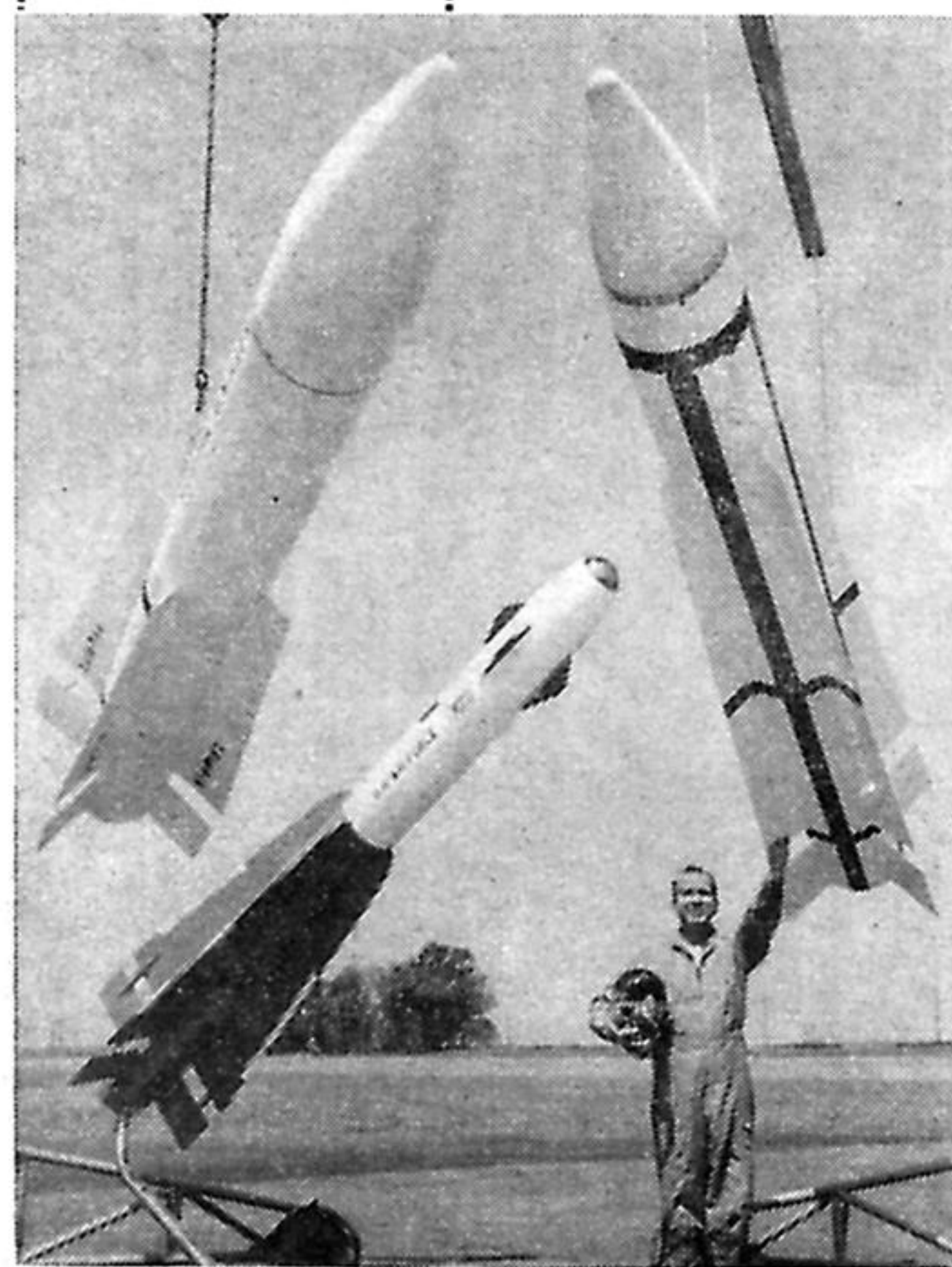
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FLEET'S REQUIREMENTS FOR SPECIAL DUTIES OFFICERS

There's room at the top

There is now, more than ever before, a requirement in the Fleet for the Special Duties officer. He must be more knowledgeable in a wider field of activities than has hitherto been the case, and, in order to fulfil this requirement, all Special Duties officer candidates of the seaman sub-specialisations undertake a pre-qualifying course, which is held at the S.D. Officers' School at Eastney.

The attendance of candidates from the technical and other branches is under consideration,

EASTNEY COURSE FOR CANDIDATES

the first wardmasters being expected in 1967.

Twenty-seven per cent. of the Navy's officer strength comes from lower-deck promotions via the Special Duties List.

A rating may be recommended by his commanding officer as a potential (SD) officer on completion of six months' service as a rating, or on completion of New Entry Part 1 and Part 2 training, whichever is the earlier.

It is not necessary at this stage for the candidate to be educationally qualified.

A successful appearance before a Preliminary Selection Board is now an essential requirement for acceptance for the pre-qualifying course at the S.D. Officers' School. This applies to all candidates except those who were first recommended before February 1, 1963. Obviously the sooner a candidate appears the better.

For candidates who pass the Preliminary Selection Board before becoming educationally qualified, arrangements are made for an early "educational draft" to complete their educational qualifications.

QUALIFICATIONS

The basic educational qualifications for seamen (SD) candidates is a Higher Education Certificate showing passes in four subjects, two of which must be English language and mathematics.

A candidate becomes eligible



SUCCESSFUL CANDIDATE

After every hurdle has been successfully overcome, the great day arrives when the candidate formally becomes an officer



WIVES JOIN IN SOCIAL SIDE

or date of entry if later (including one year as petty officer or acting petty officer).

5. Has been awarded a Certificate of Brigade Experience.

The final selection of candidates to undergo the pre-qualifying course at the S.D. Officers' School remains the responsibility of the appropriate Specialist School.

The S.D. Officers' School is under the administration of the Commander-in-Chief, Portsmouth, and is staffed by six officers. The length of the course is approximately eight months.

But academic and vocational subjects, plus outside visits, short courses, and navigation are concentrated within this period.

Academically the course covers a wide variety of subjects, these including journal and essay writing, mathematics, and mechanics.

SELF-EXPRESSION

The subjects are intended to make candidates think logically, and to teach them clarity of self-expression. The standard normally attained is a little above G.C.E. Ordinary Level.

Vocational subjects make up a large part of the syllabus. The candidate is given a working knowledge of QR & AI, and other publications applicable to Divisional Officer work.

Particular importance is attached to teaching the duties and responsibilities of the "Officer of the Watch"—one of the most exacting jobs the Special Duties officer will be required to perform.

Professors from the University of Southampton lecture on politics and current affairs. A wide range of topics is covered with the aim of broadening the candidates' general knowledge.

CHARACTER BUILDING

Throughout the course there are periods of physical and mental character building. These excursions include "survival" in the New Forest, training with the Royal Marine Commandos, a walking tour of the Black Mountains, and O.O.W. sea training in small craft.

Sport and recreation play a large part in the course. Sailing is cultivated with the aid of the Command Seamanship School. Soccer, rugby and hockey are played with tremendous enthusiasm, as are all other forms of sport.

Physical training and fitness tests are regularly conducted by the Staff P.T.I. and, judging from the results, candidates are much fitter at the end of the course than when they began.

GUEST NIGHTS

Staff and candidates live in the same mess, which is run on conventional wardroom lines. A wide and varied social programme is undertaken, both for candidates and their wives. Guest nights occur once a

fortnight, and the standard of speeches made by the candidates is high.

Many distinguished visitors have attended guest nights, and for many flag officers it will soon be "second time round."

The school is at present commanded by Cdr. R. A. S. Irving, RN, and his staff of five officers is made up of a first lieutenant, two instructor officers and two Special Duties officers.

The number of candidates at any one time averages 40, comprising the Senior Course in their second and final term, and the Junior Course who are in their first term.

IMPORTANT PART

Quite a large number of S.D. officers have now passed out from the S.D. Officers' School since the first course in September, 1963.

Reports from sea indicate that these S.D. officers, in fulfilling their many and varied tasks with competence and skill, are playing a vital and important part in the Royal Navy of today.

ALL RATHER COMPLICATED

As part of the pre-qualifying course, candidates visit Yeovilton to gain an insight into the working of a Royal naval air station

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ON RUNG OF LADDER

The way up includes some tough going in the assault course at Eastney

to undergo the pre-qualifying course when he has attained the necessary professional and other qualifications which are:

1. Qualified educationally.
2. Completed the required period of sea service in his specialist qualification.
3. Passed professionally for petty officer.
4. Served four years in sea-going ships since age 17½

Good co-operation in 'silent' rain

The most important object of NATO is to prevent war by being strong itself, and to achieve this end it is necessary to carry out exercises of all kinds among the member nations.

One such exercise was "Silent Rain," the overall Commander being the Director of the Joint Anti-Submarine School at Londonderry.

Ships and submarines from the Netherlands, Norway, Germany, France and the United Kingdom, plus aircraft from Canada, the Netherlands, France, Portugal and the Royal Air Force took part.

Command of the Fleet was shared between the Flag Officer Second -in - Command, Home Fleet, in H.M.S. Tiger (Rear-Admiral M. P. Pollock) and Comdre J. Doorenbos, Commander Netherlands Task Group Five in H.M.L.M.S. De Ruyter.

A particularly interesting series of incidents were achieved

in the attacks of a single fast patrol boat, H.M.S. Brave Borderer, using a Gannet aircraft as its spotter and simulating missile or torpedo attacks.

The discussion after the exercise highlighted the high degree of co-operation which can be achieved between different navies and air forces, even where knowledge of English, the standard NATO tactical language, is limited.

The plaques given by the Joint A./S. School for the best detections were awarded to a French Neptune crew and to H.M.S. Naiad.

Other U.K. ships involved were H.M. Ships Murray, Russell, Finwhale and Thermopylae and R.F.A. Wave Baron.



Cilla again? — but of course

Pop singer Cilla Black had her picture in the November issue of "Navy News," but no excuse is needed to give another one this month, especially when her companions are two sailors who show by their smiles how lucky they know they are.

The sailors are EM Eric Heath and REM Trevor Henshaw, who went from H.M.S. Collingwood to the Admiralty to publicise the Royal Navy's Christmas Message Scheme.

All over the world on Christmas Day, Cilla will introduce on tape, recorded messages from wives, mother and sweethearts of serving men.

No more applications can now be received, and the staff at Collingwood are working flat out to deal with a record number of greetings—about 3,500 compared with last year's 2,700.



Wren Suzanne Bills

No brush-off for Crackers

Popular among riding enthusiasts is the Royal Naval Saddle Club, whose activities include point-to-point meetings and show jumping.

At H.M.S. Heron, the Royal Naval air station near Yeovil, Wren Suzanne Bills, aged 21 a member of the club for two years, prepares "Zorba" for an outing. Suzanne, of Garston, near Watford, is a stores assistant at the station—and for good off-duty measure she plays the drums in the ship's band.

The feline critic is Suzanne's cat "Crackers."



AB Gordon Hancock

Far East twice in four years

High on the popularity list among ships in the Far East is a trip to Hong Kong, and pictured there (on the right) is Able Seaman Gordon Hancock, aged 18, son of Mr. and Mrs.

G. O. Hancock, of Swadlincote, Derbyshire.

His ship, H.M.S. Varulam, had previously been to Singapore and the Philippines.

Sunshine and the interest of the Far East are not new to Gordon, who has been there twice during his four years in the Navy.



Appreciation of the part played by two Royal Navy ships in rescuing the ship's company of I.S.S. August Moon resulted in the presentation of silver cups aboard H.M.S. Dampier at Hong Kong. August Moon ran aground on a reef. Dampier picked up 37 survivors, and H.M.S. Loch Fada received seven from a Russian vessel. In the picture, sailors of H.M.S. Dampier are admiring their cup. A second one is going to Loch Fada.

Commodore's job of many parts

For variety of administrative requirement, it must be hard to beat the appointment of Commodore of the Royal Naval Barracks, Portsmouth, where Commodore G. A. Henderson (now to be rear-admiral) was succeeded on November 21 by Capt. E. H. Lee.

Commodore Henderson, as chairman of the "Navy News" Committee, took a keen interest in its affairs, and by virtue of his office was also chairman of the management committees of Bowlands Nursing Home, R.N. and R.M. Children's Home, and Nore R.N. and R.M. Children's Trust.

But there was a score of other associations involving housing, cadets, employment, sport and charity. He was luckier than



Cmdre. Henderson

some of his predecessors, however. He did manage to extricate himself from the presidency of a pipe-band association.



ME(1) D. Merchant

'Chatting up' the apes at Gib.

Gibraltar and its apes are much in the news at present. One of them looks a trifle suspicious at a "chatting up" by ME(1) Daniel Merchant, aged 21, from Cardiff.

Daniel joined the Navy three years ago, and is serving aboard the aircraft carrier H.M.S. Hermes, which was visiting Gib. when the picture was taken.

Incidentally, Hermes has a new mascot, a Scottish golden eagle, which was christened by Capt. Terence Lewin, commanding officer, at the Scottish National Zoological Park, Edinburgh, on November 5.

The carrier's previous mascot, a leopard, died at the Park last year, at the age of 16.

The new "Eagle"—Hermes of course—will have a ship's crest on its cage.

Rosyth 'Surrender night' dinner

Armada, Trafalgar, and Taranto night celebrations at Plymouth, Portsmouth and Lee-on-Solent have their equivalent in the Firth of Forth area.

On November 23 Lord Boothby was guest of honour at the annual dinner at H.M.S. Cochran, Rosyth, commemorating "the surrender of the German High Seas Fleet, and the officers and men of the British Grand Fleet whose efforts destroyed the maritime power of Germany in the First World War."

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £3,685,652 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £673,209 to kindred organisations and Children's Homes; and £463,318 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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BRANCHES SEEKING A SPECIAL MEETING

Row over dearer subs.

Voice in affairs demand

The National Council decision to increase subscriptions from 10s. per annum to £1 by next January is causing concern and some resentment among branches of the Royal Naval Association, some of whom are seeking an extraordinary meeting to discuss the situation.

In a letter to all branches last July, the President (Admiral Sir Frederick Parham) pointed out that for some years the expenditure had exceeded income.

"Although various economies have been made," said Admiral Parham, "it is clear that with the present level of membership subscription the association will get more and more 'in the red'."

"If the annual subscription remains unchanged, by the end of 1970, the deficit over the five years 1966-1970 inclusive may be expected to reach the staggering sum of £15,000."

"By this time the monetary funds of the association would be exhausted, and the association would cease to exist."

WITHIN CHARTER

Reports reaching "Navy News" from branches indicate that while the National Council is entitled within the terms of the charter to increase the subscriptions, it is felt that in view of the seriousness of the situation it should have been discussed at the last annual meeting.

Shipmates fear that there will



THE ROYAL NAVAL ASSOCIATION

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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

be a big loss in membership, and a drastic curtailment of benevolent activities.

While not challenging the National Council figures, there are branches which feel they have a right to a say on the measures to get "out of the red."

In particular they wonder if expenses could be substantially reduced by the sale of the Lower Sloane Street headquarters, and the transfer to offices in a cheaper neighbourhood.

Association has to be paid for

When the Belfast branch held its 12th annual dinner on October 29, 190 members and guests heard Vice-Admiral Sir A. Hazlet say "if the ex-naval men wanted a naval association, then they would have to pay for it."

He was referring to the controversy over the increase in the annual subscription.

Admiral Hazlet was replying to the toast of The Royal Naval Association proposed by the

principal guest of the evening, Cdr. G. Tout, R.N., who was deputising for the Senior Naval Officer, Northern Ireland, Capt. D. V. Macleod, R.N., of H.M.S. Eagle, who was in London.

Shipmate Lieut. J. C. Bartlett, R.N.V.R., chairman of the branch, presided at the dinner and he was supported by the branch president, Capt. Sir R. Pym, R.N.V.R., and two of the vice-presidents, Capt. R. Boyd, R.N. (ret.) and Lieut.-Cdr. A. Niblock, R.N.V.R.

Capt. G. W. Dibben, R.N., of the Naval Air Yard, Sydenham, proposed the toast of the Belfast branch, and spoke of the work the branch members were doing in the benevolent field, and of the rebuilding of the branch and club headquarters which, when complete in the New Year, would make it one of the best in the United Kingdom.

Lieut.-Cdr. Niblock proposed the toast of the guests and Councillor J. Lewis, Deputy Lord Mayor of Belfast, in a very witty speech, responded. Councillor Lewis said that in 1939 he volunteered for the Navy but was rejected. His eyesight, however, was good enough for the Royal Artillery!

Rain didn't drown Sevenoaks

"When one travels around and meets people who go to a lot of trouble to make other people happy, it makes one feel proud to shake their hands, and to know that you can still meet those with whom you have served in the Royal Navy, sometimes under tough conditions, but always remembering the runs ashore."

BURNLEY EX-SERVICE MEN GET OWN MEMORIAL

When the Burnley and District branch of the Association of Naval Ex-Service men held their Trafalgar Day dinner and dance, the guests of honour had no direct connection with the Royal Navy.

For some years ex-Service associations in Burnley have been asking the local council to erect a war memorial in the town centre. There is an impressive one in an outlying park, but it is too far out for older people to get there.

Last year the ex-Service men organised their own service at the Garden of Remembrance, and this created such an impression that the council agreed to provide a site. The cost was estimated at about £1,500.

A five-year target was set and appeals were made to the public. Thanks to a "Grand Old Lady"—90 years young—who donated £1,000, and a native of Burnley, now living in the south, who donated £250, Burnley has its new memorial, four years early.

TWO BENEFACTORS

It was these two benefactors—Miss Anne Ratcliffe and Lieut.-Colonel Whittaker—who were the guests of honour at the annual dinner.

The memorial was unveiled by Miss Ratcliffe on October 30, being dedicated by the Bishop of Burnley. Also present was Mr. E. Cookson, head of a local building firm which brought the granite from Corn-

So says our correspondent from the Sevenoaks branch. With his branch he had spent an evening with the shipmates of the Maidstone branch. The rain came down "in buckets," but it did not dampen the spirits of anyone present.

A week later our correspondent paid a visit to the West Ham branch and he was taken aback by the way he and his wife were entertained.

He says: "If anyone feels down in the dumps, pop into the West Ham branch. In 10 minutes you will be dancing your feet off."

Shipmates from Sevenoaks joined up with kindred associations on October 30 for a Trafalgar Day ceremony at St. Nicholas's Church, Sevenoaks, conducted by the Rev. E. McLellan. The address was given by the Rev. H. Collins, ex-R.N.V.R.

Dartford went "racing"

With tote odds of 8s. 6d. to 2s. the Dartford branch's donkey, Jack Tar, by NAAFI out of Sea Boots, was a very popular winner in the Donkey Derby held at Dartford for the Mayor's Christmas Cheer Fund.

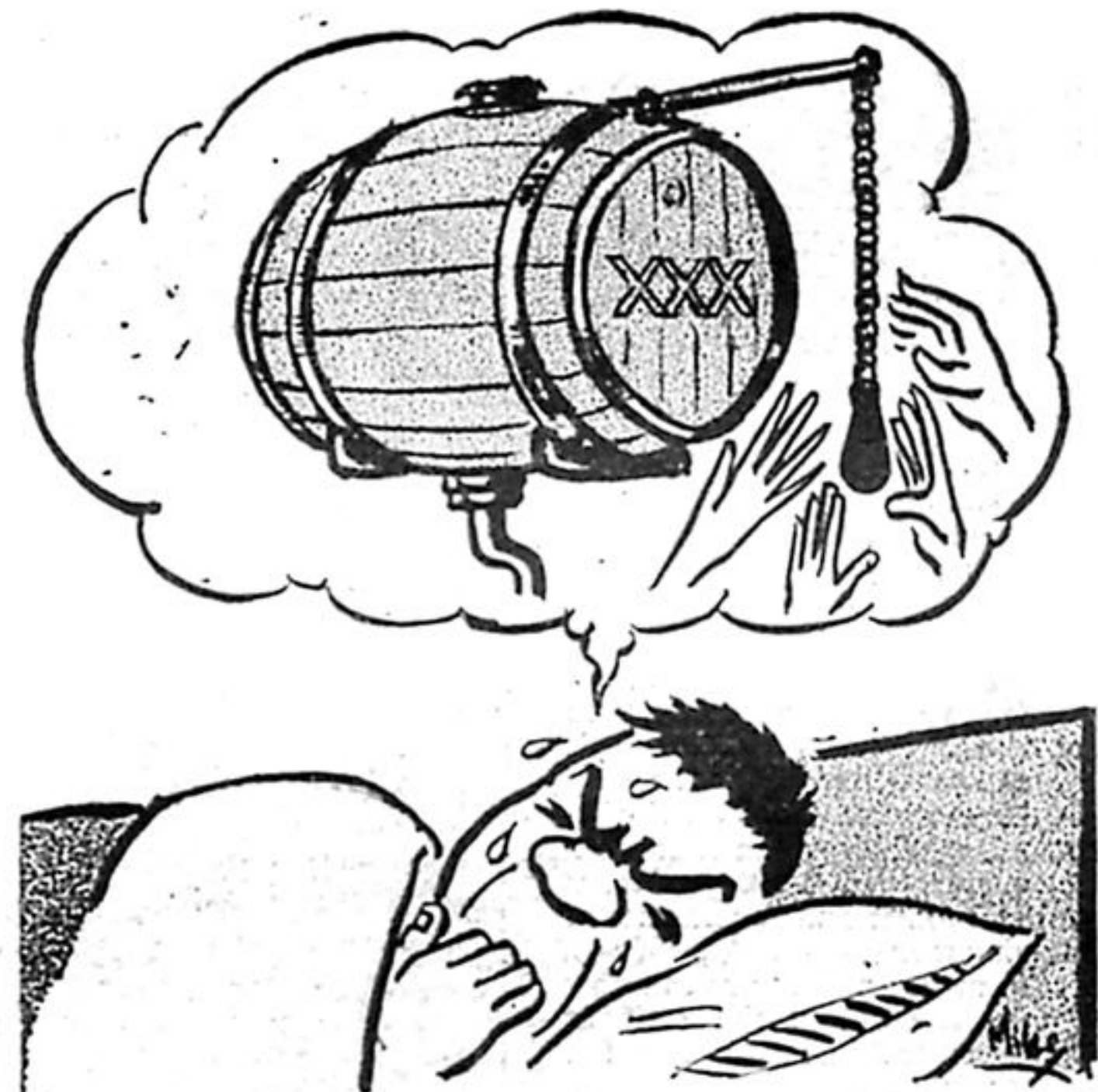
The trophy now stands proudly alongside the Don Murray Cup.

Forty members and wives of the Dartford branch attended the opening night of the new headquarters of the Ashford (Kent) branch, and congratulated the Ashford shipmates on the results of their hard work.

Comrades in arms—and peace

Because of sickness Admiral Sir Gerald V. Gladstone was unable to be present at the annual dinner and dance of the Bridport branch, and his place was taken, at short notice, by Capt. R. M. T. Taylor, one of the vice-presidents of the branch.

The speeches by the branch chairman, Shipmate W. M. Perfit, the Mayor of Bridport (Councillor A. B. Mason), Capt. Taylor and Colonel J. P. Roper recognised the inter-dependence of all three services during hostilities, and the comradeship



DRIP FROM A (NEAR)

LOO-NATIC

I haven't an unkind word to say about my new block (writes "Tank" in the Caledonia magazine).

The view from the window is such that many civilians would give their right arms to have—the two Forth bridges spanning the blue (on a rare sunny day) Firth of Forth.

Yet I still have a drip, and I mean that literally. Just outside our cabin door are the toilets, not that I mind them being there because they are useful aren't they? (That's how they came to be called Conveniences—from the Serbo-Croat "conve" (loo) and "nience" (private dwelling place).)

They, too, are clean and modern with automatic flushing devices, etc.

The cistern just inside the door holds two gallons of water, and it flushes every 118 seconds. To complete the operation, 37 decibels of sound are emitted (just a guess).

Now taking the hours between Pipe-down and Reveille, which amounts to 8½ hours, the wretched thing blows its top 252 times.

At two gallons a time,

calculus has it that 504 gallons of water every evening go hurtling through those pipes so fast, you could swear the Niagara Falls were right under your pit. This is 2½ tons to be exact.

Thus in one week, from Pipe-down to Reveille, including the late Pipe-down on Saturdays, 15.95 tons of fresh water are used.

Let us suppose this water was best bitter at 2s. a pint, it would cost the Pusser £2,858 5s. a week to keep one head working.

In the near future there will be six new blocks and 12 heads per block.

Is it worth 16,077 tons or 578,100 cubic feet of fresh water to keep 720 apprentices awake for one term?

Instructors, are your lessons wasted on deaf ears of glazed-eyed apps? Are your rantings and ravings curtailed by the sound of snores?

If so, you must unite and form the Anti-Headflushing Association... AHA for short. AHA!

which continued in the ex-service associations in happier times.

30th dinner for Northants Ass'n

The 30th annual reunion dinner of the Northamptonshire Royal Naval Services Association was held at Earls Barton on November 11, 75 members being present.

The association's president, Admiral Sir Geoffrey Hawkins, welcomed the guest of honour, Cdr. Sir Michael Culme-Seymour, the High Sheriff of Northamptonshire, who lives at the nearby Rockingham Castle.

Before the dinner there was a short memorial service conducted by the Rev. Eric Walters at the Earls Barton war memorial, and a wreath was laid by the president.

RED BARREL

for men who can handle a fistful of flavour



RED BARREL - WATNEYS KEG

wall at no cost to the ex-Service men.

Nearly 400 Sea Cadets from East Lancashire attended the Trafalgar Service, the ladies of the Burnley Naval Association seeing that they were properly fed after the impressive service.

The Burnley shipmates and their wives had a "run ashore" last month. They travelled the six miles to Colne, where one of the shipmates is mine host at a local hotel.



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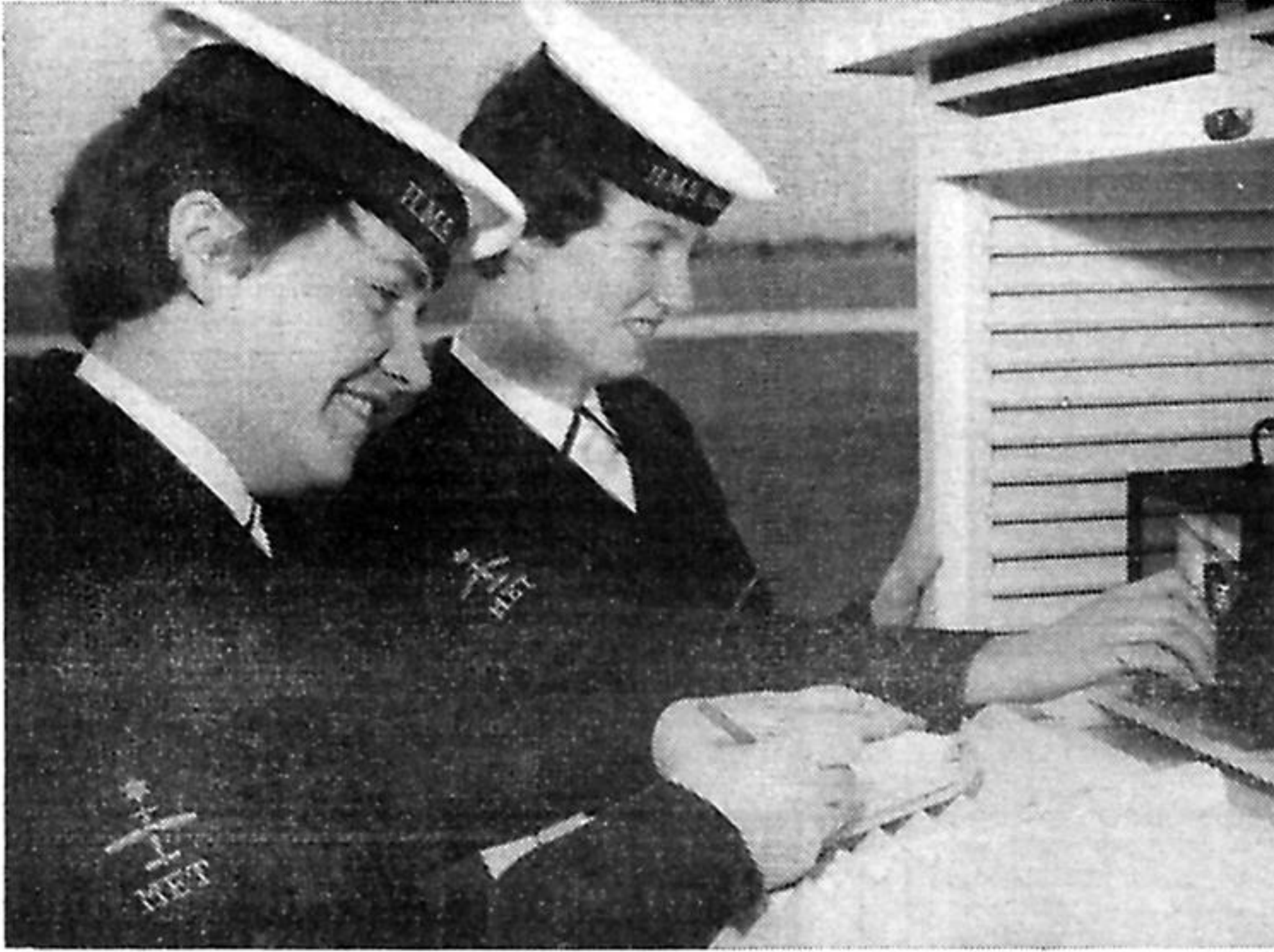
Returning up the 24 steps to the office, she passes the observation in coded form by teleprinter to the Meteorological Centre for Great Britain at Bracknell.

A second Wren plots similar information received by teleprinter from hundreds of stations throughout Europe and ships in the North Atlantic, on charts and graphs, from which the forecaster makes his calculations. When the airfield is open, the observer has

to climb a further 43 steps, twice an hour, to give the Air Traffic Controllers up-to-date details of the pressure, wind, visibility, and cloud transmission to aircraft.

A rather mundane and arduous job one may think, but it requires considerable skill and provides information which is vital to aviators, not only at Yeovilton, but also as part of the world-wide meteorological organisation, for ships, aircraft, farmers or anyone to whom a rapidly changing weather situation presents a problem.

In the picture are (left) Wren Liz Milan, of Glasgow, and Wren Gwyneth Williams, of Par (Cornwall).



Expedition among the orange groves

An expedition among the orange and lemon groves, and breathtaking scenery of Sicily is described for "Navy News" by Wren Ann Mottram, of Sutton Coldfield (Warwickshire).

We left Malta on board the Cita-de-Alessandria, she writes, and the rest of the passengers must have been curious about the 14 girls laden with rucksacks.

Anyway they appeared to be amused, especially when we prepared our sleeping bags on deck for a night under the stars.

Landing at Syracuse it was lovely to see green trees and

flowers again, mountains and even rivers!

We camped at an international site, having as our near neighbours a troop of American Boy Scouts from Naples. Other neighbours included German students and, of course, Italian families.

After touring the surrounding area we had a good look round Syracuse and saw the ancient Greek Theatre—one of the most naturally preserved of its kind.

On another day we caught the

train to Taormina. This was a wonderful journey, the way lined with orange groves in profusion, the scent of the blossom heady and gorgeous.

Taormina is an enchanting place, commanding a wonderful view on all sides, a golden beach below, and Etna, in all her glory as a backdrop.

On our return we entered Grand Harbour at about 7 a.m., to find it as imposing as ever.

To our surprise we were greeted by the Maltese television cameras—fame at last! And an exciting end to an enjoyable holiday.

MERCY TRIP IN GALE

The fishery protection frigate H.M.S. Berwick made a 90-mile dash at 25 knots on November 6 on a mercy operation in gale force winds off the east coast of Scotland.

A seaman from a Danish fishing vessel was injured, and Berwick was rushed to intercept the ship. They met 30 miles off Kinnaird Head, Baff.

LS Brian Colliss and LMA Malcolm Linzey paddled a life-raft through rough seas, and ferried the injured man from the fishing vessel to the frigate.

H.M.S. Berwick then steamed to Peterhead, where the Dane was landed and taken to hospital.

Her feet are killing her

An occupational hazard with all girls, but rather worse when you are a Wren on expedition training on Bodmin Moor. However she seems to be facing the situation with characteristic good humour.



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2. Apply in writing to the Chief Constable, Admiralty Constabulary, Ministry of Defence, Empress State Building, London, S.W.6. Serving Naval personnel should apply through their Commanding Officer.

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The Field Division of E.M.I. Electronics Ltd., Feltham, Middlesex, has a number of vacancies for Field Trials Engineers.

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The President and Members of the Chief Petty Officers' Mess H.M.S. Daedalus send heartiest seasonal greetings to all Chief Petty Officers past and present.

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In Memoriam

Charles William Spinner, L.S. P/JX.848404. H.M.S. Excellent. Died September 26, 1966.

Lieut.-Cdr. Neil Kenneth Lewis, Whitlam, R.N. H.M.S. Victorious. Died October 7, 1966.

John Harry Gee, L.S. P/064273. H.M.S. Victorious. Died October 7, 1966.

Peter Evans, RCO 1/c. D/072632. H.M.S. Daring. Died October 15, 1966.

John Buckingham, Air Mechanic 1/c. L/FX.803206. H.M.S. Heron. Died October 17, 1966.

William Kyle Paterson, REM 1/c. P/061998. H.M.S. Dolphin. Died October 20, 1966.

Terence Simpson, REM 1/c. D/085577. H.M.S. Dolphin. Died October 20, 1966.

John William Franklin, LRO. P/J.978882. H.M.S. Jufair. Died October 21, 1966.

Act. Sub-Lieut. Charles Rodney Phillips, R.N. H.M.S. Osprey. Died October 22, 1966.

Laurence Paul Barber, NA 1/c. L/079874. H.M.S. Ark Royal. Died October 27, 1966.

Leslie Blakey, REM 1/c. P/053935. H.M.S. Lochinvar. Died November 5, 1966.

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Applications on forms obtainable from the undersigned must be completed and returned as soon as possible.

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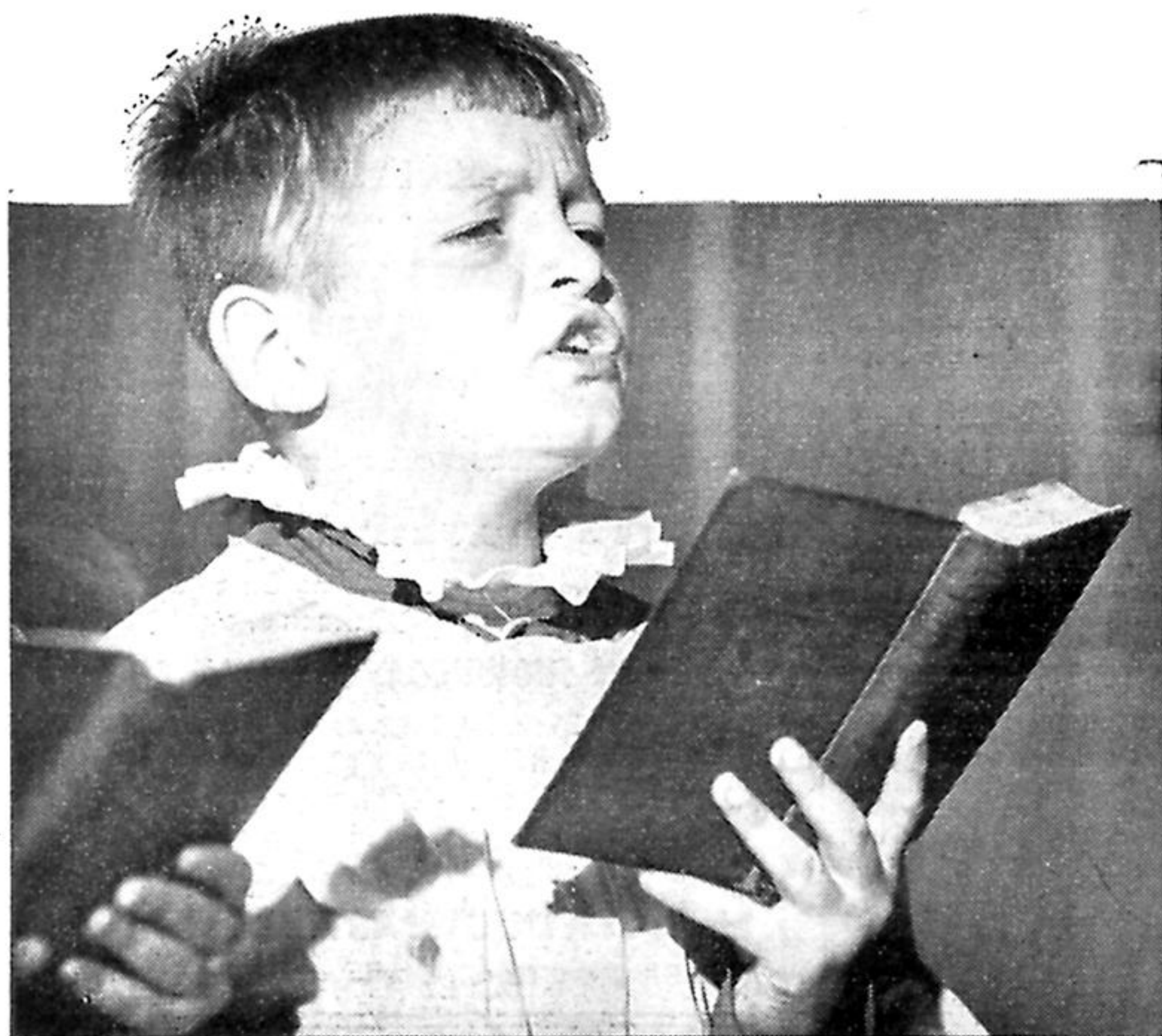
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In our homes and in the 'Arethusa' Training Ship, we care for, educate and train over 800 boys and girls for useful careers—in an atmosphere of love and kindness.

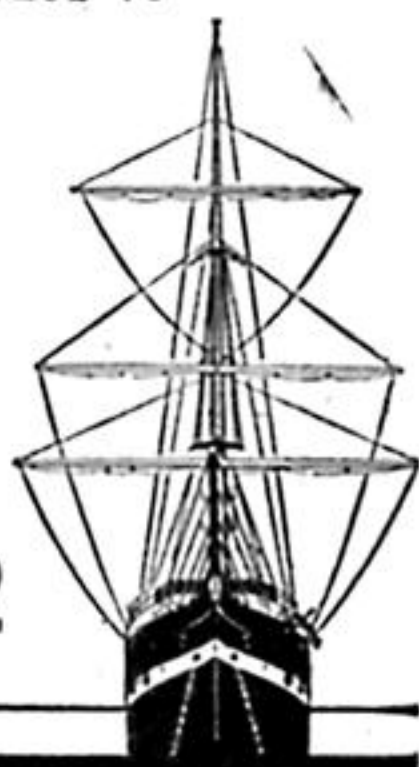
This Christmas, will you please spare a thought for our large and ever-growing family and help us to make their Christmas one of rejoicing.

Please send as much as you can, as soon as you can, to the General Secretary, Lieut.-Cdr. A. D. England, R.N.

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'Mini' Navy back from their war

'FOR DISPOSAL'

Three of the "small ships" force which bore the brunt of the patrol duties in the recent confrontation between Indonesia and Malaysia, have returned to the United Kingdom.

They are the coastal mine-sweepers Invermoriston and Santon, which arrived at Portsmouth on November 5, and the Kemerton, which arrived on November 15.

Santon had been on loan to the Royal New Zealand Navy, and was brought home by her New Zealand crew, who have now returned to their own country.

During the three years' war, the small ships of the Inshore Flotilla, about 40 in all, from the navies of Britain, Australia, New Zealand, and Malaysia, had a strenuous time.

The patrolling ships saw plenty of action, and spent up to about 80 per cent. of their time at sea.

In March and April, 1965, when infiltration attempts were being made almost every night, H.M.S. Invermoriston was involved in three actions against infiltrating sampans.

As a result of one of these actions, Lieut.-Cdr. H. A. A.

Twiddy, R.N., the commanding officer, was awarded the D.S.C., and Mid. R. O'Driscoll, R.N., who was killed in the action, was posthumously awarded a Mention in Despatches, together with A. B. Pawlett.

After April, 1965, the tempo of the confrontation eased considerably—a change which was, at first, welcomed by the patrolling vessels, but which meant that the patrols became more than a little wearisome.

The three ships which arrived at Portsmouth last month are, it is understood, to be placed on the disposal list.



H.M.S. Invermoriston leaving Singapore for the last time



Latest film releases

Those lovely eyes of Sophia Loren (pictured above) are guaranteed to excite in the film "Arabesque," which is among the latest releases for the Royal Navy. Her co-star is Gregory Peck, and the story is an espionage adventure comedy.

Other releases are: *Alfie*.—Michael Caine. Milliecent Martin, Shelley Winters, Shirley Ann Field. Comedy about the love lives of a Cockney philanderer.

The Rare Breed.—James Stewart, Maureen O'Hara. Western with sentimental fringes about a new breed of cattle in Texas.

Torn Curtain.—Paul Newman and Julie Andrews. Spy and suspense adventure. Typical Hitchcock thriller.

Goal! World Cup 1966.—Capturing every highlight in the recent tournament in which 16 nations took part.

H.M.S. Eagle will be proceeding for sea trials early in April, 1967, following her refit in H.M. Dockyard, Devonport. It is intended to hold a formal re-commissioning ceremony on board on April 6.

LONG HISTORY OF SIGNPOST OF THE SEA

Ever since men learned how to move over the open seas, the need for coastwise lights has grown. Even by the seventh century, B.C., there was a lighthouse which was operated regularly on Cape Sigeum, and several hundred years later came two other "lights" which subsequently became known as the Fifth and Seventh Wonders of the World—the Colossus of Rhodes and the Pharos at Alexandria.

Throughout the centuries men have strived to build bigger, better and more reliable aids to navigation, and in his book *The Sea, Thine Enemy*, published by Jarrolds (35s.), Capt. Kenneth Langmaid, R.N., traces the efforts of those who have built and manned "the lights that speak of a landfall, of security, of safety—and of home."

Capt. Langmaid's comprehensive and valuable book includes not only a massive range of information about the building, operation and characteristics of well-known navigational aids and lifeboat services throughout the world, but also many stories of shipwreck and unforeseen disaster, of wreckers, of the keepers who maintain the lights, and of the unpaid lifeboatmen who are always on call.

The Sea, Thine Enemy, conveys admirably, the courage, perseverance and endurance of all those who have battled (and still are battling) against the constant enemy—the sea.

BEST OF PEPYS

In his preface to *Mr. Pepys' Navy* (G. Bell & Sons, Ltd.—45s.), the author, L. A. Wilcox, says he was somewhat hesitant about adding to the amount of literature that has been written on both Pepys and ships.

He need not have expressed his hesitancy, for he has done a great service. He does not claim to have broken new ground, but what he has done, in a most readable and delightful way, is

to collect in a single volume much of the best of the very many books on the subject of Pepys, his work and the Navy he served so well.

Mr. Wilcox, a Member of the Society for Nautical Research, has reconstructed from Pepys's own diary, and very many other sources, the day-to-day administration of the fleet to which Pepys devoted so much of his life.

Mr. Pepys' Navy is a grand book, well illustrated, appealing to the general reader and to the specialist alike.

PERSONAL RIVALRY

Gilbert Hackforth-Jones has done it again. In his latest book, *The Stern Chase* (Hodder and Stoughton, Ltd., 21s.), he tells of the personal rivalry of Bill Digby and Vivian Gregson.

Beginning their naval careers together, nearly losing their lives when a kite balloon breaks away from the Imperator in 1917, they remain friends as they climb the ladder to captain's rank.

In peacetime and in the Second World War their careers, with the authentic background which the author always manages to achieve, are traced with consummate skill.

(One minor point—the corner of a man's service certificate is not cut off when he is "Discharged Dead." This is only done when a man is discharged from the Service "With disgrace.")

NAVY SOCCER IN DOLDRUMS —BUT THERE'S STILL HOPE

Many silly mistakes

BY BENBOW

At this time last year the Royal Naval Football Association was in some despair and there were many gloomy faces, for nothing had gone right. This season, to date, has been even worse than last, and even more gloom exists.

Does this gloom portend well? Last year, in spite of the shaky start, and by good coaching and good cheer, the Navy won the Inter-Service tournament by beating each of the other Services 2-0.

Can the Navy achieve the seemingly impossible and win the Constantinople Cup two years in succession? It must be admitted that their chances do not look too rosy.

NOT DISASTROUS

Out of the four matches played by the Royal Navy team this season, one has been drawn and the other three have been lost. This record, in itself, is not really disastrous, but in three of the four matches the Navy side was definitely the better team.

The games were lost by lack of defensive coverage and, to say the least, the results were most discouraging. At periods in these games the Navy team was "home and dry."

We were beaten by a superior side in the Sussex game, but against Oxford the Navy were leading 2-0 at half time, yet at full time the score was two all. Against Cambridge the Navy side were coasting along 3-1 (and that was the downfall—coasting) with less than 30 minutes to go, when "Bang"—and the Royal Navy finally lost 4-3.

ATROCIOUS PLAY

The last game, against the London Universities, was really a farce. Once again the Navy was the better side and again it went down 2-1. The play of the Royal Navy team on this occasion was atrocious, the main fault being the inability to pass correctly.

Passes went to the wrong man, or attempts were made to make passes through an opponent instead of round him. Three

goals—sitters—were missed and, as before, the defence slackened.

The Navy must learn to do five things—(1) to score goals. Shoot, shoot, shoot. No one will be shot for shooting and missing. (2) "Think" the game, and use intelligent timing with and off the ball. (3) Accept that the opposition may miss, and turn their mistakes into goals. (Why should it always be the Navy that has to pay costly for mistakes?) (4) Cover and support, in attack as well as in defence. (5) Develop natural skill, improve in every match, think decisive and make certain that the basic play is good—no bad passes, no "letting-up" and no silly mistakes.

LOSSES AND GAINS

The Navy lost several good players at the end of last season, but it was felt that Godwin and Wilkinson would be home and would add strength to the team. And it was appreciated that the R.N.F.A. would have to produce three or four new youngsters.

With players like Jim Coates, Norman Stacey and "Dolly" Gray and with two very much improved players like Mne Anderson and Brian Crawford at their command, the impression was that the Navy was "sitting pretty."

The thoughts concerning Godwin and Wilkinson were proved right. They continue to be good enough and Malcolmson of Air Command is a find and—who knows—they may yet be a force to be reckoned with.

The search for talent continues, many days are spent in fruitless search after footballers of outstanding merit, for while there are many good players, the most outstanding players like Coates and Godwin of this era are difficult to find.



Sid Wilcox in the finals of the light heavyweight division against NA Hinton, at Yeovilton. Wilcox went on to win his weight in the Inter-Command Novices championships

Grit but little skill in 'Novices' boxing

BY PUNCHER

Although there were one or two very good bouts in the Inter-Command and Individual Novices boxing championships, held at the Royal Marines Barracks, Eastney, on November 23 and 24, the standard, generally, was not outstanding. There was plenty of grit, but little guile or skill.

There was a knowledgeable crowd for the final evening, and some expressed their displeasure at the judges' decisions in two or three bouts, which they thought were a little "off beam." There was a feeling that on at least two occasions the Portsmouth team man "wuz robbed."

The winning team was Air Command (21 points), followed closely by Plymouth (20 points). The Royal Marines were third with 15 points and Portsmouth last—11 points.

I feel that the best event of the two nights was the middleweight semi-final between OS Shearsby (Plymouth) and Ck Platt of Air Command.

Shearsby went on to win the title, and Platt, in a special bout on the second evening beat JREM Proudham (Portsmouth) on points—a majority decision.

The boxer of the competition, for my money, was OS Shearsby. He is a likely contender for the Navy Open title and, if brought along in the right way, may, in future years, take part in the C.S.B.A. championships.

Other good "prospects" are AB Hayden (Plymouth), AB Holt (Plymouth)—these two met in the final of the light welterweight, Hayden winning—and M(E) Cripps (Portsmouth).

RESULTS

Flyweight—EM Woolaston (Air) beat JNAM (Air) on points.
Bantamweight—LEM Biskrove (Ports) beat M(E) Smirk (Ply) on points.
Featherweight—M(E) Pollock (Air) beat Ret. Bewley (RM) on points.
Lightweight—Ret. Morgan (RM) beat Ck Stockwell (Air) on points.
Light welterweight—AB Hayden (Ply) beat AB Holt (Ply) on points.
Special middleweight—Ck Platt (Air) beat JREM Proudham (Ports) on points.
Welterweight—M(E) Cripps (Ports) beat SA(S) Miles (Ply) on points.
Light middleweight—Mne Ashlin (RM) beat J/S Winstone (Ply) on points.
Middleweight—OS Shearsby (Ply) beat Lieut. Barry (RM), referee stopping bout.
Light heavyweight—Sid Wilcox (Air) beat Ret. Hill (RM) on points.
Heavyweight—AA Wrightson (Air) beat App Nutter (Ports) on points.

NOVICE BOXING

When Portsmouth Command and Royal Marines Novices Boxing Championships were held at Portsmouth on November 3, the outstanding novice was Recruit D. Morgan (Depot, R.M.).

RESULTS

ROYAL MARINES NOVICES CHAMPIONSHIPS
Featherweight.—Ret. J. Bewley beat Ret. D. Lewis. Knock-out in first round.
Lightweight.—Ret. P. Griffith beat Ret. G. Forster. Knock-out in first round.
Light Welterweight.—Ret. D. Morgan beat Ret. R. Storey on points.
Welterweight.—Ret. R. Clarke beat Ret. D. Wilson. Knock-out in first round.
Light Middleweight.—Ret. C. Dunworth beat Mne. J. McLean. Referee stopped contest in second round.
Middleweight.—Mne. I. Mellor beat Mne. J. Woodhams on points.
Light Heavyweight.—Cpl. D. Nicholson beat Ret. A. Hill. Knock-out in first round.
Heavyweight.—Ret. R. Pallister beat Mne. D. Otter. Knock-out in first round.
PORTSMOUTH COMMAND NOVICES CHAMPIONSHIPS
Lightweight.—E.M. Brewer beat J.E.M. Gibbon on points.
Light Welterweight.—R.E.M. Welbourne beat Ck. Nelson. Knock-out in first round.
Welterweight.—M.E. Cripps beat L.M.E. Crothers on points.
Light Middleweight.—M.A. Robb beat L.M.E. Caldwell on points.
Middleweight.—J. R.E.M. Proudman beat O/S Montgomery on points.
Light Heavyweight.—J.E.M. Nelson beat L./Ck. Harris on points.
Heavyweight.—A.P.P. Nutter beat M.E. Hammond. Referee stopped contest in first round.
Most Outstanding Novice.—Ret. D. Morgan (Dept R.M.).
Junior Challenge Trophy.—Depot R.M.
Portsmouth Command Novices Trophy.—H.M.S. Collingwood

so. Once, even the Hospital team applauded a well executed run and touch down.

There was no disgrace in losing to London Scottish. The conditions were terrible—rain all the time—and, on the day, the London Scottish was the better side in a clean, hard-fought match.

In last month's issue of "Navy News" reference was made—in another connection—of teams having to play to the referee's whistle.

The Services held a one-point lead only four minutes before the end of their match against the Royal Marine Corps when they were penalised. The referee was asked for a clarification of his decision by the Services and he then ordered the kick to be taken from 10 yards nearer the post.

The Marines scored from the reduced distance, thus winning the match 11-9.

GOOD WIN

It was a good win for St. Mary's against a team which had most of the ball, but which threw away too many chances.

What is wrong with the Services? The season started with such high hopes, and yet things have not gone according to plan. It seems to be "just one of those things"—the "rub of the green"—which can only be overcome by everyone in the side playing their natural game and striving, striving, all the time just that little bit more.

The potential, undoubtedly, is there. It only has to be harnessed.

WHAT'S WRONG WITH THE SERVICES RUGGER?

By no stretch of the imagination could the recent rugby matches of the United Services (Portsmouth) be called successful, yet, when the members all came on form at one and the same time, their game became dazzling, instructive and beautiful to watch.

If, perhaps, Lady Luck, had been just a little kinder in the first few minutes of some of the matches, then some of the five matches lost might have been saved.

As it was, the Old Millhillians won 14-6, Fleet Air Arm won 17-9, London Scottish won 10-3, Royal Marines won 11-9 and St. Mary's Hospital won 8-6.

From the Services' point of view the outstanding match was that against Middlesex Hospital. The final score was 65 to the Services to 3.

It has been said that "Every move in the book was brilliantly executed," and this was certainly

APPOINTMENTS

Surgeon Vice-Admiral Sir Derek Steele-Perkins, the Medical Director General of the Navy for the past four years, has retired.

Other retirements which have been announced recently are Rear Admirals J. G. Watson, A. J. Cawthra and P. N. Howes.

Rear-Admiral A. F. Turner has been appointed Chief of Naval Supplies and Transport and Vice Controller, the appointment to take effect in May next.

Commodore G. A. Henderson is to be promoted to Rear-Admiral to date January 7, 1967, and is to be the Senior Naval Member of the Detecting Staff of the Imperial Defence College.

Other recent appointments include: Major-General P. W. G. Hettings, R.M., to be Group Commander, Headquarters Portsmouth Group, Royal Marines April 1.
Capt. F. T. Healy, Caledonia in command March 2.

Capt. C. R. K. Roe. Vidal in command, January 2.

Cdr. J. A. Coleman. Grenville in command, March 1.

Cdr. J. R. C. Johnson. Tartar in command, January 9.

Lieut.-Cdr. K. H. Forbes-Robertson. Russell in command, December 22.

Lieut.-Cdr. R. H. Parsons. Layburn in command, January 30.

Lieut.-Cdr. E. Cope. Fulmar (for 764 Squadron in command), May 1.

Lieut.-Cdr. J. D. H. B. Howard. Fulmar (for 736 Squadron in command), February 17.

Lieut.-Cdr. C. J. Paterson. Blackwood in command, February 1.

Lieut.-Cdr. J. M. Webster. Ulster in command, d.t.b.r.

Lieut.-Cdr. J. M. Margetts. Echo in command, November 18.

Lieut.-Cdr. D. H. Lorrimer. H.M.A.S. Oxley in command on commissioning, January 21.

Lieut. B. J. Stevens. Brave Swordsman in command, d.t.b.r.

Lieut. A. M. D. de Labilliere. Appleton in command, d.t.b.r.

Cdr. D. W. Brown is appointed Fulmar in command, May 1967, and not February as previously reported

RECORD ENTRY FOR SCOTTISH BOXING

After many years in the doldrums, the boxing championships in the Scotland and Northern Ireland Command were revived last year, and this year there was a record entry.

It was decided to conduct the Novices championships as a team competition, and this proved to be a successful innovation.

The Third Submarine Squadron became the first winners of the team championship trophy—the Eggsford Bowl. H.M.S. Fulmar and H.M.S. Caledonia were joint runners-up.

As a result of the championships, seven boxers from the Command were selected to represent Plymouth Command in the Navy Novices' championships.

AT CALEDONIA

During October, 78 boxers at H.M.S. Caledonia competed for the right to be a champion in his own weight in either the senior or junior division.

Capt. K. J. Douglas-Morris, commanding officer of H.M.S. Caledonia, presented the prizes and made two special awards. These went to App Atkin of Exmouth Division (best boxer), and to LS Thomas of Jellyfish Division (best performance as a losing finalist.)

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NAVY NEWS
December, 1966

GOOD ENTRY FOR CROSS-COUNTRY Collingwood makes a clean sweep

H.M.S. Collingwood made a clean sweep in the Portsmouth Command cross-country running championships at H.M.S. Dryad on November 2, winning both the senior and the junior championships.

The seniors' course was over six miles, and the juniors ran three-and-a-half miles. There were 11 senior teams and 10 junior teams.

Sub-Lieut. Sauvage (Excellent) won the senior race in a time of 30 min. 30 sec. Ldg. Std. Meadows (Victory), who has not yet found his form after a spell at sea, was second, and App. Harmon (Collingwood) was third.

Collingwood had a total of 82 points. H.M.S. Victory was second, and H.M.S. Hermes third.

In the junior championship Jnr. N. A. Loveday (Hermes) was first in 18 min. 45 sec., with Potter (Collingwood) and Underhill (Ganges) second and third, respectively.

The junior team event was won by Collingwood by 18 points from H.M.S. Ganges with the Collingwood "B" team third.

Navy in Services water polo team

During a training week-end arranged by the Amateur Swimming Association at the Crystal Palace, November 4 to 6, the Combined Services water polo team met the England under-21 team, losing by eight goals to six.



PO J. D. Stace

SPORTING ROUND-UP

In the Combined Services team were two Navy men—Sub-Lieut. George Steele and PO (PTI) John Stace.

Sub-Lieut. Steele was competing against some old teammates, for he has captained both the Great Britain and England under-21 teams.

PO Stace, of the R.N. Physical Training School, Portsmouth, is the Navy and Hampshire water polo coach, and at the training week-end he took part in the first ever course for water polo coaches arranged by the Amateur Swimming Association.

Petty Officer is Champion-at-arms

The 17th South African National Fencing championships, held at the University of Cape Town, attracted over 100 entries, and the outstanding performer was PO K. Pearson, who recently joined H.M.S. Afrikaander.

He was placed first in the sabre event (without losing a bout in the final pool), and was second in both epee and foil.

These placings also qualified him for the Champion-at-Arms title.

Apprentices win sports trophy

The Rosyth Sports Trophy autumn meeting was won by

the holders, H.M.S. Caledonia Apprentices. The apprentices also won the seven-a-side rugby, and six-a-side hockey after beating H.M.S. Caledonia ship's company in the finals.

The six-a-side soccer was won by H.M.S. Cochrane "B" team, which beat the ship's company of H.M.S. Caledonia.

A total of 42 teams took part in the tournament.

Five 'firsts' in six events

The Navy's gymnastic champion for 1966 is Sgt. H. V. Harris, R.M., of the R.N. School for Physical Training.

Sgt. Harris was first in vaulting, pommel rings, parallel bar, horizontal bar and second in the floor exercises. Runner-up was Sgt. B. S. Millerchip, R.M., of PRORM. The winner of the floor exercises was Cpl. G. R.



Sgt. H. V. Harris, R.M.



Sub-Lieut. Sauvage winning the Portsmouth autumn cross-country race

Bell, of Depot, R.M., who was third overall.

The standard of performance was high, and an improvement on that of 1965.

In the Junior Team Competition, the only competitors were from H.M.S. Figgard, the winning team being Figgard "A" (J. H. Smith, J. T. Phillips, R. H. Carter and R. T. McSweeney).

Muddy going for Milocarians

The Milocarian Athletic Club cross-country team had muddy and heavy going conditions for their first match of the season at Chingford on November 5. The Milocarians were running against Orion Harriers and United Hospitals, over a 7½-mile course.

Orion Harriers were first in the team event with 51 points. Milocarians were second with 61 points and the United Hospitals third with 63 points.

The Milocarians won the cross-country race against University College at St. Albans on November 19, with 38 points to 44.

FIVE MATCHES IN FOUR DAYS WAS TOO MUCH

The first representative match of the Royal Navy hockey team took place at Portsmouth on November 20 against the Hesperians, resulting in a draw—three goals each.

The Navy started well and led 3-1 at half time, but some of the team were playing their fifth match in four days, and in the second half the team began to show signs of tiredness.

This, of course, was fatal, when playing against such an experienced side as the Hesperians.

CLOSE MATCH

The Inter-Command hockey tournament was won by Naval Air Command, who won all three matches, taking the title from Portsmouth Command which won the tournament last year.

Although Air beat Plymouth 2-1, it was a close match, and in the second half it seemed that Plymouth must equalise, but the Air defence held out.

The game with Portsmouth Command was a good one, but Air Command held on to their one goal lead.

In their final match against the Royal Marines, which Air Command won 2-1, the only goal in the first half, by Moffatt, the Marines centre forward, came about one minute before the interval.

In the first minute of the second half Air equalised through a goal by the right winger James and, keeping up the pressure, scored a second goal 10 minutes from the end of the match, centre forward Cummusky being the scorer.

Portsmouth Command took second place, having drawn with the Royal Marines, one goal each, and beating Plymouth 3-1.

The other match, Plymouth against the Royal Marines was a win for Plymouth 4-0.

WIN FOR AIR WRENS

The Royal Navy women's hockey Inter-Command championship title also went to Air Command. That team beat the holders, Portsmouth, 1-0 and, after a hard match beat Plymouth and the Royal Marine Wren team by 2-0.

The trophy was presented by Chief Officer M. Bammant, W.R.N.S. who has been chairman of the Royal Navy Women's Hockey Association for the past eight years.

Boat Show

The Twister class sloop Mermaid of Portsea, the Royal Naval Sailing Association's glass fibre boat, will be on view at the Boat Show at Earls Court in January.

Mermaid has been in constant use since she was named by Mrs. McGeoch, wife of the Rear Admiral Submarines (Rear Admiral I. L. M. McGeoch) who is the captain of the Portsmouth branch of the Association, in April last.

Archery challenge

The Per Ardua Archery Society would like to contact Navy archers for shoulder to shoulder or postal shoots, and for the possible formation of an inter-service championship shoot and an inter-service archery society.

C/Tech. T. A. Dennett, 25 Edmunds Rise, Taverham, Norwich, Norfolk, NOR 53 X will be pleased to supply details.

Dedication has rewards

To be a successful boxer a man needs, in addition to courage and physical fitness, a sense almost of dedication to the sport.

This sense is very much to the fore in Able Seaman Cliff Field—a strong possibility for the heavyweight Navy boxing title.

Born at Luton in 1943, Field

SPORTSMAN OF THE MONTH

joined the Royal Navy in September, 1958, and apart from shore service, has served in H.M. Ships Bulwark, Adamant, and Ark Royal, as well as a spell in the Reserve Fleet at Portsmouth.

Field started boxing when he was 17, but it was not until 1964 that he really made his mark. That year he beat Mne. Saunders, who was an A.B.A. champion.

He lost on points to RPO Dryden in the finals—possibly owing to lack of first-class match experience.

FIRST-ROUND WINS

His first season in the Navy team was 1965. He won his matches when the Navy boxed the Army and the R.A.F. by



AB Cliff Field

knocking out his opponents in the first round.

He won an I.S.B.A. title that year, but lost to Tony Brogan in the A.B.A. semi-finals.

In two of his contests this season the referee stopped the bout and declared Field the winner.

His keenness is emphasised by the fact that last month he was engaged in three contests in eight days. On the 21st he fought P. Brown, on the 26th J. Henning of West Ham, and on the 28th M. Jewson of Wandsworth.

ENGLAND REP?

Jewson is first reserve at his weight for England, and P. Boddington, of Coventry, whom he will meet on December 12, is an England representative against Roumania.

Field is almost sure to win the heavyweight Navy title and a Combined Service Boxing Association (formerly I.S.B.A.) title and, if he beats Johnson and Boddington, he must qualify for the England team in 1967.

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